

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDING MARCH 31

1913

PART VI

SUBSIDIZED STEAMSHIP SERVICES

WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DECEMBER
31, 1913, AND ESTIMATES FOR FISCAL YEAR 1914-15

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA

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EXCELLENT MAJESTY

EXPLANATION of Estimates for the Year ending March 31, 1915, as compared with those for the Year ending March 31, 1914, with statements of services rendered and Expenditures to December 31, 1913, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted..... \$2,375,700.66

Page No.	Vote No.		1913-14.	1914-15.
		ATLANTIC OCEAN.	\$ cts.	\$ cts.
5	158	Annapolis, and London, or Hull.....	5,000 00	5,000 00
6	159	Canadian Atlantic ports and Australia and New Zealand.....	120,000 00	140,000 00
9	160	Canada and Great Britain.....	1,000,000 00	1,000,000 00
15	161	Canada and Cuba.....	25,000 00	25,000 00
17	162	Canada and Newfoundland.....	70,000 00	70,000 00
20	163	Canada, the West Indies and South America.....	229,500 00	340,666 06
25	164	Canada and South Africa.....	146,000 00	146,000 00
29	165	Halifax, St. John's, Nfld., and Liverpool.....	20,000 00	20,000 00
32	166	Montreal, Quebec and Manchester (in Summer) and St. John, Halifax and Manchester (in Winter).....	35,000 00	35,000 00
35	167	St. John, Dublin and Belfast (Winter).....	7,500 00	7,500 00
37	168	St. John and Glasgow (Winter).....	15,000 00	15,000 00
40	169	St. John, Halifax, and London (Winter).....	15,000 00	15,000 00
43	170	St. John, Halifax and London.....	25,000 00	25,000 00
		<i>Appropriations for 1913-14 not required for 1914-15</i>	57,500 00	.....
		PACIFIC OCEAN.		
49	171	Canada, Australia or New Zealand, or both (Pacific).....	180,509 00	180,509 00
53	172	Prince Rupert and Queen Charlotte Islands.....	16,000 00	16,000 00
55	173	Victoria and San Francisco.....	3,000 00	3,000 00
57	174	Victoria, Vancouver, and Skagway.....	12,500 00	12,500 00
59	175	Victoria and West Coast Vancouver Island.....	5,000 00	5,000 00
61	176	Vancouver and Northern Ports of British Columbia.....	17,600 00	17,600 00
		<i>Appropriation for 1913-1914, not required for 1914-15</i>	75,000 00	.....
		LOCAL SERVICES.		
67	177	Baddeck and Iona.....	5,825 00	5,825 00
68	178	Charlottetown, Victoria and Holliday's Wharf.....	2,500 00	2,500 00
70	179	Froude's Point and Lockeport, N.S.....	600 00	600 00
72	180	Gaspé Basin and Dalhousie or Campbellton.....	20,000 00	20,000 00
74	181	Grand Manan and the Mainland.....	10,000 00	10,000 00
76	182	Halifax and Canso.....	5,000 00	5,000 00
78	183	Halifax and Newfoundland via Cape Breton ports.....	10,000 00	10,000 00
81	184	Halifax, Mahone Bay, Tancook Island and LaHave River ports..	4,000 00	4,000 00
83	185	Halifax and Spry Bay.....	2,000 00	2,000 00
84	186	Halifax, South Cape Breton and Bras D'Or Lake ports.....	4,000 00	4,000 00
86	187	Halifax and West Coast Cape Breton.....	2,000 00	2,000 00
88	188	Halifax and Sherbrooke.....	2,000 00	2,000 00
89	189	Kenora and Fort Frances.....	8,000 00	8,000 00
91	190	Mainland and Magdalen Islands.....	15,000 00	15,000 00
93	191	Mulgrave and Canso.....	6,500 00	6,500 00
95	192	Mulgrave and Guysboro.....	5,500 00	5,500 00
97	193	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain....	6,000 00	6,000 00
99	194	Pictou, Mulgrave and Cheticamp.....	7,500 00	7,500 00
101	195	Newcastle, Neguac & Escuminac, Miramichi River and Bay.....	2,500 00	2,500 00
		Carried forward.....	2,199,034 00	2,197,700 66

XVIII—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—*Concluded.*

Page No.	Vote No.		1912-13.	1913-14.
		LOCAL SERVICES—Con.	\$ cts.	\$ cts.
		Brought forward.....	2,199,034 00	2,197,700 66
103	196	Pelee Island and the Mainland.....	5,000 00	5,000 00
106	197	Petit-de-Grat and I.C.R. terminus at Mulgrave.....	6,000 00	6,000 00
108	198	Petitcodiac River, Moncton and way ports.....	2,000 00	2,000 00
109	199	Pictou, Montague, Murray Harbour and Georgetown.....	6,000 00	6,000 00
111	200	Pictou & New Glasgow and Antigonish County ports.....	500 00	500 00
113	201	Prince Edward Island, Cape Breton and Newfoundland.....	16,500 00	16,500 00
116	202	Prince Edward Island and the Mainland.....	12,500 00	12,500 00
118	203	Quebec and Blanc Sablon.....	20,000 00	20,000 00
122	204	Quebec and Gaspé Basin.....	8,500 00	8,500 00
124	205	Quebec and North Shore of Isle of Orleans.....	4,500 00	4,500 00
126	206	Rivière du Loup, Tadousac and North Shore Ports.....	6,000 00	6,000 00
128	207	Rivière du Loup, Tadousac and St Lawrence Ports (Winter).....	8,000 00	8,000 00
130	208	St. Catherines Bay and Tadousac.....	3,500 00	3,500 00
131	209	St. John and Digby.....	20,000 00	20,000 00
133	210	St. John, Digby, Annapolis and Granville.....	1,500 00	1,500 00
135	211	St. John, Digby, Bear River and Clementsport.....	1,500 00	1,500 00
135	212	St. John and Bridgetown.....	2,000 00	2,000 00
137	213	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
138	214	St. John and Halifax <i>via</i> Yarmouth.....	10,000 00	10,000 00
140	215	St. John and Bay of Fundy and Minas Basin ports.....	8,000 00	8,000 00
142	216	St. John and Cumberland Basin.....	3,000 00	3,000 00
144	217	St. John, Westport and Yarmouth.....	5,000 00	5,500 00
147	218	St. Stephen, St. Croix River, Deer Island and Campobello.....	6,000 00	6,000 00
149	219	Sydney and Bay St. Lawrence.....	6,000 00	6,000 00
151	220	Sydney & Whycocomagh.....	3,000 00	3,000 00
153	221	Sydney and East Coast of Cape Breton.....	5,500 00	5,500 00
155	222	Expenses in connection with the supervision of subsidized steamship services.....	3,000 00	3,000 00
		<i>Appropriations for 1913-14, not required for 1914-15.....</i>	<i>5,000 00</i>	<i>.....</i>
			2,381,534 00	2,375,700 66
		AUTHORIZED BY STATUTE.		
156	....	Canada, China & Japan (1-2 Geo. V, Ch. 25).....	121,666 66	121,666 66
159	....	Canada and France (8-9 Ed. VII, Ch. 36).....	200,000 00	200,000 00
			2,703,200 66	2,697,367 32

SESSIONAL PAPER No. 10e

ATLANTIC OCEAN SERVICES

ANNAPOLIS AND LONDON OR HULL, ENGLAND, OR BOTH.

THE UNITED FRUIT COMPANIES LTD., OF NOVA SCOTIA.

Contract No. 38.

T. & C. File No. 14120.

Vote 158—Steam Service between Annapolis and London or Hull, England, or both.

1913-14.....	\$5,000
1914-15.....	5,000

Contractors.

The United Fruit Companies Ltd., of Nova Scotia, of Berwick, N.S.

Contract Dated.

July 24, 1913.

Duration of Contract.

October, 1913 to March 31, 1914.

Service.

First steamer to leave Annapolis Royal prior to October 30, 1913. Not more than five voyages to be run.

Ports of Call.

Annapolis and Digby, N.S., and London or Hull, and also any foreign ports permitted by the Minister from time to time.

Speed Required.

Not less than 10 knots.

Carriage of Fruit.

The fruit or other perishable produce shipped on each voyage must be delivered at the port of destination in good and satisfactory condition as far as proper stowage and ventilation are concerned.

Subsidy.

\$1,000 per voyage.

Mails.

Not required to carry mails.

Distance.

Annapolis to Hull, 3,250 miles.

TRAFFIC RETURNS.

	Calendar Year.	Number of Trips Run	Passengers Carried.	Freight Carried.	Subsidy Paid.
					\$
1908	2	Nil.	16,908 barrels of apples	2,000
1909	3	Nil.	27,398 barrels and 547 boxes apples.	3,000
1910	1	Nil.	11,634 barrels and 150 boxes apples.	1,000
1911	2	1	17,578 barrels of apples	2,000
1912	No service was performed.			Nil.
1913	No service was performed.			Nil.

From 1908 to 1911 inclusive this service was performed by the Acadia S.S. Co., of Annapolis Royal, N.S.

CANADIAN ATLANTIC PORTS AND AUSTRALIA AND NEW ZEALAND.

NEW ZEALAND SHIPPING CO. LTD.

Contract No. 46.
T. & C. File No. 14261.

Vote No. 159—Steam Service between Canadian Atlantic ports and Australia and New Zealand.

1913-14.....	\$120,000
1914-15.....	140,000

Contractors.

New Zealand Shipping Co., Ltd., of New Zealand.

Contract Dated.

October 15, 1913.

Duration of Contract.

Close of navigation on the St. Lawrence in 1913, to the corresponding time in 1915.

SESSIONAL PAPER No. 10e

Service.

Monthly, sailing on or about the 20th day of each month.

Ports of Call.

(a) During the season of open navigation on the St. Lawrence, from Montreal to the ports, or any three of the ports, of Auckland, Wellington, Lyttleton and Dunedin, N.Z., and the ports of Melbourne and Sydney, Aus., calling at such other ports in New Zealand or Australia as the contractors may desire.

(b) During the season of closed navigation on the St. Lawrence, from St. John, N.B., calling at Halifax, and thence proceeding to the ports in New Zealand and Australia mentioned in paragraph (a).

Speed and Capacity Required.

10 knots, each ship to be capable of carrying 7,500 tons at 40 cubic feet to the ton.

Subsidy.

\$140,000 per annum, payable in monthly instalments of \$11,666.66.

Cold Storage.

Steamers to be fitted with reasonable cold storage accommodation should occasion warrant.

Deduction for Short Cargo.

An average cargo of 5,000 tons on each monthly trip is to be carried throughout the year; and \$2.00 is to be deducted from the subsidy at the end of each year for every ton short of the total tons measurement or weight which should have been carried upon such number of sailings as may have been performed, based upon the said 5,000 tons per voyage.

Mails.

To be carried free.

Trade Commissioners.

To be carried free.

Intercolonial Clause Railway

Included.

4 GEORGE V., A. 1914

DISTANCES.

	Miles.
St. John to Melbourne.....	12,435
Halifax to Melbourne.....	12,250
Montreal to Melbourne.....	12,895
Melbourne to Sydney.....	575
Sydney to Auckland.....	1,275
Auckland to Wellington.....	555
Wellington to Lyttleton.....	175
Lyttleton to Dunedin.....	181

Distance between terminal ports—Summer.....	15,656
Winter.....	15,303

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger accommodation.	Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At.	In.	Of.
	Ft.	Ft.	Ft.					Tons.		Knots			
Rakaia.....	420	54	28·7	3,660	5,628	8,907	12	5,531	310	11	Hebburn.....	1895	Steel.
Whakatane...	420	54	28·7	3,786	5,902	9,964	26	5,525	600	11	Hebburn.....	1900	Steel.
Wakanui.....	420	54	28·6	3,751	5,824	9,954	26	5,530	600	11	Hebburn.....	1899	Steel.
Waimate.....	420	54	28·6	3,629	5,610	9,495	12	5,532	600	11	Hebburn.....	1896	Steel.
Turkestan...	373·1	50·2	27·4	2,899	4,505	7,503	12	Nil.	500	11	W. Hartlepool.	1905	Steel.
Tokomaru...	425	53·2	31·1	4,072	6·238	8·491	4	6·424	600	11½	Wallsend.....	1893	Steel.
Kumara.....	425·1	54·2	29·6	3·907	6·034	8·975	10	5·656	600	12	Wallsend.....	1899	Steel.
Invertay.....	379·5	50	25·4	2·541	3,974	4,750	Nil.	Nil.	437	10	Newcastle....	1906	Steel.
Ascot.....	385	50·1	26·6	2·786	4·334	5·400	Nil.	Nil.	414	10	Glasgow.....	1902	Steel.
Karamea.....	420	54	28·6	3·553	5,564	5,600	20	5,627	505	12	Newcastle....	1899	Steel.
Cape Corso..	369·7	49	17·6	2,510	3,890	6,900	Nil.	Nil.	384	10	Pt. Glasgow..	1905	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED (OUTWARDS).		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measurement.			
			Tons.	Tons.			\$
1910.	8	Nil.	11,458	45,014	Nil.	Nil.	80,000 00
1911.	12	1	12,304	73,640	Nil.	Nil.	120,000 00
1912.	12	15	18,011	75,201	10	Nil.	120,000 00
1913.	12	3	10,901	69,792	24	Nil.	121,666 66

No Inward passengers or cargo are carried.

SESSIONAL PAPER No. 10e

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			WEST INDIAN AND NEW FOUNDLAND ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$			\$
1912.	2,791	71,232	2,970,284	15,067	3,966	881,859	148	3	37,617	18,016	75,201	3,889,760
1913.	4,170	59,515	3,364,605	6,661	10,200	1,150,674	70	77	40,888	10,901	69,792	4,556,167

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Lumber, automobiles and parts thereof, calcium carbide, chair stock, paper, sole leather, agricultural implements, rubbers, iron pipe, hardware, cattle, clothes pins, seed, fruit jars, corsets, cereal foods, wire and organs.

Of United States Origin.

Cereal foods, machinery, automobiles and parts thereof, steel rails, organs, lumber, fruit jars, roofing paper, shoe polish, wire and sewing machines.

Of West Indian Origin.

Coffee, cocoa, pimento, ginger and cassava products.

CANADA AND GREAT BRITAIN.

Contract No. 1.

T. & C. File 14350.

ALLAN LINE. CANADIAN PACIFIC RY. CANADIAN NORTHERN STEAMSHIPS, LTD. OCEANIC STEAM NAVIGATION Co., LTD.

Vote 160—Ocean and Mail Service between Canada and Great Britain.

1913-14.....	\$ 1,000,000
1914-15.....	\$ 1,000,000

Contractors.

The Allan Line Steamship Co., Limited.
The Canadian Pacific Railway Co. (Atlantic Steamship Lines.)
The Canadian Northern Steamships, Ltd.
The Oceanic Steam Navigation Co., Ltd.

4 GEORGE V., A. 1914

Contract dated.

March 27, 1913.

Duration of Contract.

From May 1, 1913, to April 30, 1914.

Service.

- (a) Summer service; sailing three times a week, on Tuesdays, Thursdays and Saturdays, during the whole season of open navigation upon the St. Lawrence.
 - (b) Winter Service; sailing twice a week on Wednesdays and Saturdays, during the remainder of the period covered by this contract.
- The return sailings from Great Britain shall likewise be three times a week in summer, and twice a week in winter.

Ports of Call.

1. In Canada:—

- (a) Summer service: Quebec or Montreal, at the option of the contractors.
- (b) Winter service: Halifax or St. John, at the option of the contractors.

2. In Great Britain:—

Liverpool or Bristol, at the option of the contractors; though the steamers *Grampian* and *Hesperian* may sail to or from Glasgow until July 15, 1913.

Steamers to be employed.

SUMMER SAILINGS.

After July 15, 1913.

On Tuesdays: *Victorian*, *Virginian*, *Corsican* and *Tunisian* of the Allan Line.

On Thursdays: *Alsatian* and *Calgarian* of the Allan Line, and *Empress of Britain* and *Empress of Ireland* of the Canadian Pacific Railway Company.

On Saturdays: *Royal George* and *Royal Edward* of the Canadian Northern Steamships, Ltd., and the *Megantic* and *Laurentic* of the Oceanic Steam Navigation Co., Ltd.

WINTER SAILINGS.

On Wednesdays: *Victorian*, *Virginian*, *Royal George* and *Royal Edward*.

On Saturdays: *Alsatian*, *Calgarian*, *Empress of Britain* and *Empress of Ireland*.

Substitute Steamers.

The Oceanic Steam Navigation Co., Ltd., undertake to keep the *Teutonic* available at all times to replace any of the said ships when necessary; and other ships may be put on, with the consent of the Postmaster General.

Mails.

To be carried free. Westbound mails for points east of Rimouski shall be delivered to tenders supplied by the Post Office Department at that port.

SESSIONAL PAPER No. 10e

Speed Required.

All steamers are to run at their best available speed. It is understood that their respective rates of speed are as follows:—

<i>Tunisian</i>	16 knots
<i>Victorian</i>	17 "
<i>Grampian</i>	15 "
<i>Corsican</i>	16 "
<i>Virginian</i>	17 "
<i>Hesperian</i>	15 "
<i>Empress of Ireland</i>	18 "
<i>Empress of Britain</i>	18 "
<i>Royal George</i>	18 "
<i>Royal Edward</i>	18 "
<i>Teutonic</i>	18 "
<i>Laurentic</i>	17 "
<i>Megantic</i>	17 "
<i>Alsatian</i>	19 "
<i>Calgarian</i>	19 "

Subsidy.

\$1,000,000 per annum, apportioned as follows:—

Summer season	\$ 576,900 00
Winter season	423,100 00
Total payment per week	19,230 00
Payment per round voyage for Tuesday sailings in the summer	6,922 80
Payment per round voyage for other sailings in the summer	6,153 60
Payment per round voyage for each winter sailing	9,615 00

The subsidies are payable quarterly.

Cold Storage.

Each steamer must be fitted with adequate cold storage accommodation.

Passenger and freight rates.

Passenger fares and freight rates from Canada to ports in the United Kingdom are not to exceed the rates from New York to the same ports on vessels of similar class. There must be no discrimination against Canadian merchants or shippers, or against immigrants to Canada, or against any Canadian port.

Intercolonial Ry. Clause.

Not included.

Canadian Trade Commissioners.

To be carried free.

Distances.

Montreal to Quebec	139 miles
Quebec to Rimouski	183 "
Rimouski to Liverpool (<i>via</i> Belle Isle)	2,438 "
Rimouski to Liverpool (<i>via</i> Cape Race)	2,638 "
St. John to Halifax	292 "
Halifax to Liverpool	2,595 "

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.				
	Length.	Breadth.	Depth.	Net	Gross.	Capacity.	1st Class.						2nd Class.	3rd Class.	At	In.	Of
	Feet.	Feet.	Feet.				ALLAN LINE.						Knots.				
Victorian	520	60.4	38.0	6,744	19,629	4,000	256	300	900	17,260	*12,000	18	Belfast.	1904	Steel.		
Virginian	520.4	60.3	38.0	6,844	10,754	4,000	250	300	900	12,440	*12,060	18	Linthouse.	1905	Steel.		
Corsican	500.3	61.2	38.0	7,299	11,436	6,000	150	300	1,300	24,270	1,440	15	Whiteinch.	1907	Steel.		
Grampian	485.7	60.2	38.1	6,119	9,603	6,100	150	250	1,000	23,320	1,262	15	Linthouse.	1907	Steel.		
Hesperian	485.5	60.2	38	6,124	9,599	6,100	150	250	1,000	23,320	1,262	15	Linthouse.	1908	Steel.		
Tunisian	500.6	59.2	39.8	6,802	10,576	8,500	150	250	1,000	21,759	1,346	15½	Linthouse.	1900	Steel.		
Alsatian	600	72	54	10,792	18,485	4,900	200	500	1,000	64,000	*20,080	19	Glasgow.	1913	Steel.		
Calgarian	Particulars of this vessel have not been furnished yet.																
Scotian	515.3	59.8	23.8	6,442	10,322	4,856	Nil.	406	1,012	20,715	1,126	15	Belfast.	1898	Steel.		
Scandinavian	550	59	44	7,730	9,514	8,158	Nil.	500	720	19,685	1,313	16	Belfast.	1898	Steel.		
							CANADIAN PACIFIC RAILWAY CO. (Atlantic Steamship Line s).										
Empress of Britain	548.8	65.7	36.7	8,024	14,189	6,000	300	350	1,000	28,000	3,200	18½	Govan.	1906	Steel.		
Empress of Ireland	548.9	65.7	36.7	8,028	14,191	6,000	300	350	1,000	28,000	3,200	18½	Govan.	1906	Steel.		
							CANADIAN NORWETHER N STEAMSHIPS, LTD.										
Royal Edward	545	60.2	26.8	5,685	12,000	3,361	250	370	600	10,900	*19,000	19	Glasgow.	1908	Steel.		
Royal George	545	60.2	27.0	5,685	12,000	3,361	250	370	600	10,900	*19,000	19	Glasgow.	1908	Steel.		
							OCEANIC STEAM NAVIGATION CO., LTD.										
Laurentic	565	67.3	45.6	9,254	14,892	8,895	264	356	1,232	27,260	*19,450	17½	Belfast.	1903	Steel.		
Megantic	565	67.3	45.6	9,226	14,877	8,790	360	472	1,070	27,260	*11,100	16½	Belfast.	1903	Steel.		
Teutonic	582	57.8	42.2	4,269	9,984	6,680	Nil	550	773	26,820	2,400	19½	Belfast.	1889	Steel.		
Canada	514	58	35	5,982	9,415	6,016	Nil.	512	1,087	29,325	873	15	Belfast.	1896	Steel.		

*I. H. P.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.		No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907			60,395	162,489		Not Stated.		555,442 47
						Lock Bag.	Tied Sack	
1908			78,117	235,426		58,377	56,766	578,447 12
1909			72,787	282,850	738	77,638	59,345	582,713 58
1910			86,920	256,542		110,450	51,285	584,233 60
1911		52	88,645	257,509	Nil.	139,207	54,194	560,225 50
1912		52	98,260	312,867		168,791	66,689	549,168 44
All in Steamers—								
East			30,772	186,987	Nil	40,125	18,997	
West.....		60½	54,795	136,542		89,514	30,653	
Total.....			85,567	323,529		129,639	49,650	520,921 20
1913 C. P. R. Steamers—								
East		26½	21,762	72,041		17,660	6,506	
West			32,860	72,015	Nil	61,396	22,225	
Total.....			54,622	144,056		79,056	28,731	124,228 80
C. N. Steamships—								
East.....		14	7,773	11,391	.....	8,998	2,691	
West.....			12,055	17,040	Nil	10,684	3,269	
Total.....			19,828	28,431		19,672	5,960	94,420 80
Oceanic S. N. Co.—								
East		16½	12,270	86,078	.....	10,913	2,041	
West.....			19,401	28,254	Nil	16,558	2,232	116,150 20
Total.....			31,671	114,332		27,471	4,273	
Grand Total.....		117½	191,688	610,348		255,838	88,614	855,721 00

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	By	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight	Tons Measure- ment.	Value.	Tons Weight	Tons Measure- ment.	Value.	Tons Weight	Tons Measure- ment.	Value.
				\$			\$			\$
1912	Allan steamers..	43,709	46,446	7,309,626	16,992	14,330	4,016,411	60,701	60,776	11,326,037
	C.P.R. steamers..	25,061	13,190	2,868,071	18,454	26	5,003,707	43,515	13,216	7,873,778
	Total. . .	68,770	59,636	10,177,697	35,446	14,356	9,022,118	104,216	73,992	19,199,815
1913	Allan steamers..	123,187	43,547	12,341,602	15,712	4,541	3,865,260	138,899	48,088	16,206,862
	C.P.R. steamers..	40,905	14,954	5,131,824	16,115	66	3,863,253	57,020	15,020	8,995,077
	C. N. steamers..	7,983	435	2,154,130	2,973	Nil.	837,417	10,956	435	2,991,547
	Oceanic S. N. Co. steamers..	67,998	2,585	5,905,072	15,462	33	1,733,976	83,460	2,618	7,639,045
		240,073	61,521	25,532,628	50,262	4,640	10,299,906	290,335	66,161	35,832,534

PRINCIPAL ARTICLES EXPORTED.

BY ALLAN LINE STEAMERS.

Of Canadian origin.

Meats, canned salmon, codfish, cheese, apples, canned apples, wheat, flour, oatmeal, linseed cakes, hay, leather, furs, lumber, deals, organs, zinc dross, silver ingots, lobsters, bacon and electric goods.

Of United States origin.

Meats, poultry, lard, cottons, dried plums, hoghair, wheat, flour, oatmeal, yarn and crude potash.

BY C. P. R. STEAMERS.

Of Canadian origin.

Asbestos, copper-nickel matte, silver ore, silver ingots, aluminum ingots, lumber, meats, leather, cheese, wheat flour, oatmeal, apples, zinc dross, sal ammoniac skimmings, raw furs, scrap brass, pulpboard, wool, salmon, rags, bacon, hay, organs and parts thereof, agricultural implements, acetate of lime and linseed cake.

Of United States origin.

Meats, lard, cereal foods, evaporated plums, doors, wheelbarrows, canned crabs, provisions, washboards and dressed poultry.

SESSIONAL PAPER No. 10e

BY C. N. STEAMSHIPS, LTD.

Of Canadian origin.

Lumber, cheese, flour, meats, Quaker oats, silver bars, scrap steel, aluminum ingots, leather scrap, zinc dross, bacon and apples.

Of United States origin.

Meats, lard and fruit.

BY OCEANIC STEAM NAVIGATION CO., LTD.

Of Canadian origin.

Silver ingots, raw furs, wheat, flaxseed, cheese, frozen salmon, lumber, oatmeal, rolled oats, flour, bacon and ham, organs, rags, leather, oil cake, meal, paper, fruit, hay and wood handles.

Of United States origin.

Meats and lard.

CANADA AND CUBA.

ELDER, DEMPSTER & COMPANY, LTD.

Contract No. 43.
T. & C. File No. 13213.

Vote 161—Steam Service between Canada and Cuba.

1913-14.....	\$25,000
1914-15.....	25,000

Contractors.

Elder, Dempster & Co., Ltd., of Liverpool, Eng.

Contract Dated.

May 10, 1912.

Duration of Contract.

May, 1912 to March 31, 1913. (The contract has not been renewed.)

Service.

Monthly.

Ports of Call.

St. John, N.B., and Havana, Cuba. Contractors have the option of calling at Nassau in the Bahamas, and at the Bermudas.

Speed Required.

10 knots.

Additional Steamships.

Should there be, in the opinion of the Minister, sufficient cargo at St. John to justify the placing of an additional steamship upon the route, the Contractors shall provide such an additional steamship without further subsidy.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Subsidy.

\$1,250 for each trip from St. John to Cuba.

Mails.

To be carried free.

Distance.

St. John to Havana, 1,600 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.		Refrigerator space.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.			D. W.			C. F.		Knots			
Bornu ..	345	42·2	23	2,074	3,238	4,300	65	36	Nil.	296	10·5	Barrow.	1899	Steel.
Sokoto....	345	42·2	23	1,969	3,092	4,210	65	24	Nil.	296	10·8	Barrow.	1899	Steel.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	Mails	Subsidy Paid.
			Tons. Weight.	Tons. Measurement.			
							\$ cts.
1910.....	8	Nil.	5,888	32,968	Nil.	Nil.	25,000 90
1911.....	9	Nil.	Nil.	35,325	Nil.	Nil.	18,749 97
1912 (June to Dec.).....	7	Nil.	595	4,730	Nil.	7 bags.	8,750 00
Jan. 1 to Mar. 31, 1913.....	3	Nil.	481	1,396	Nil.	Nil.	3,750 00

During 1910 and 1911 the service was performed by Messrs. William Thomson & Co., of St. John, It is an outward service only.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

CALENDAR YEAR.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons. Weight	Tons. Measurement.	Value. \$	Tons. Weight	Tons. Measurement.	Value. \$	Tons. Weight.	Tons. Measurement.	Value. \$
June to Dec., 1912.....	595	4,730	62,967	Nil.	Nil.	Nil.	595	4,730	62,967
Jan. 1 to Mar. 31, 1913....	481	1,396	33,581	Nil.	Nil.	Nil.	481	1,396	33,581

PRINCIPAL ARTICLES EXPORTED.

Of Canadian origin: Fish, potatoes, paper, lumber, hay and oats.

CANADA AND NEWFOUNDLAND.

THE REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.
T. & C. File No. 13996.

Vote 162.—Steam service or services between Canada and Newfoundland.

1913-14.....	\$ 70,000
1914-15.....	70,000

Contractors.

The Reid Newfoundland Company, Ltd., of St. John's, Nfld.

Contract Dated.

May 12, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1916.

Service.

One complete round trip each day, except Sunday, between North Sydney and Port aux Basques.
Should Port aux Basques or North Sydney be blocked with ice at any time, the service may, at the option of the contractors, be performed to Placentia, Nfld., and Louisburg, N.S., respectively.

Ports of Call.

North Sydney (or Louisburg) N.S., and Port aux Basques (or Placentia) Nfld.

Speed Required.

Not stated.

Subsidy.

\$70,000 per annum, payable quarterly, on June 30th, Sept. 30th, Dec. 31st and March 31st in each year.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Government Wharves.

Steamers are required to call at Government wharfs whenever possible.

Distances.

	Miles.
North Sydney to Port aux Basques.....	101
Louisburg to Placentia.....	250

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At.	In.	Of.
	Ft.	Ft.	Ft.												
Bruce	250 4	36·2	23·1	663	1,553	9·5	75	200		Nil.	521	15½	Glasgow..	1912	Steel.
Glenn	208 0	30·1	16·7	336	767		42	125		Nil.	185	13	Pointlouse..	1899	Steel.
Invermore..	250·2	30·0	14·7	440	975						280	....	Whiteinch..	1881	Iron
Lintrose	255	37	22·5	683	1,616	1,100	80	150		Nil.	530	15½	Newcastle..	1913	Steel.

TRAFFIC RETURNS

No service was run during 1907.

Calen- dar Year.	No. of round trips run.	PASSENGERS CARRIED.		Tons Freight Carried.	Live Stock.	MAILS		Subsidy Paid.
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908	153	5,351	9,223	10,176	764	2,112	11,796	\$ 17,500
1909....	150	7,981	13,141	15,885	110	1,927	14,037	9,646 50
1910..	155	6,427	12,934	15,507	1,203	1,806	14,872	9,993 00
1911	150	6,765	11,178	16,538	1,635	1,704	12,633	9,006 50
1912	22	9,212	13,686	14,751	1,674	3,344	16,036	31,874 90
1913...	275	*In 3,728	5,441	21,066	1,977	1,860	19,178	
		Out 3,892	6,047	1,059	19	1,638	2,196	58,829 36
Total		7,620	11,488	22,125	1,996	3,498	21,374	

*Into St. John's, Nfld.

4 GEORGE V., A. 1914

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.
(Including Live Stock).

Calen- dar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons measure- ment.	Value.	Tons weight	Tons measure- ment.	Value.	Tons weight.	Tons measure- ment.	Value.
			\$			\$			\$
1912...	12,224	Nil.	894,220	1,821	Nil.	317,936	14,046	Nil.	1,212,156
1913...	17,372	Nil.	981,369	3,694	Nil.	288,222	21,066	Nil.	1,269,591

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Flour, oats, oatmeal, hay, bran, feed, potatoes, leather, furniture, oil, cattle, pigs, sheep, beef, pork, iron and steel bars, stoneware, wire mats, fresh meal, condensed milk, trunks, machinery, pulpboard, stoves and felt.

Of United States Origin.

Flour, cornmeal, oats, dried fruit, pork, beef, leather, feathers, broom corn, glue and machinery.

CANADA, THE WEST INDIES AND SOUTH AMERICA.

THE ROYAL MAIL STEAM PACKET CO.

Contract No. 9.
T. & C. File No. 14371.

Vote 163—Steam Service between Canada and the West Indies or South America, or both.

1913-14.....	\$229,500.00
1914-15.....	\$340,666.66

Contractors.

The Royal Mail Steam Packet Co., of London, England.

Contract Dated.

September 11, 1913.

Duration of Contract.

November 1, 1913 to Oct. 31, 1918.

SESSIONAL PAPER No. 10e

Service.

Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days, following alternately the itineraries (a) and (b) given below:—

(a) Calling at the following islands:

Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Grenada and Trinidad, and returning from Georgetown to St. John, calling at Trinidad, Grenada, Barbados, Antigua, St. Kitts and Bermuda.

(b) Calling at the following islands:—

Bermuda, St. Kitts, Antigua, Barbados, Grenada and Trinidad; and returning from Georgetown, calling at Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda.

These itineraries may be subject to any change which may be mutually agreed upon between the Minister and the Contractors.

Ports of Call.

As above.

Speed Required.

11 knots.

Subsidy.

£70,000 (\$340,666.66) per annum, based on payments of £26 2 6 2 (\$13,102.56) for each complete round voyage, payable on the last day of each month.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Intercolonial Railway Clause.

Included.

Freight charges from St. John to Halifax.

The Contractors are required at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese and fruit intended for shipment by the contractors' steamships.

Delay at Ports.

The Contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

Development of Trade.

The Contractors must use their utmost endeavor to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.

Through rates of Freight.

The Contractors must use their best endeavors to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

Transfer by connecting lines.

As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

No discrimination.

No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British Colonies referred to herein, as against any other merchant, shipper or importer in the same Colony.

Through Bills of Lading.

Through Bills of Lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the Contractors on other services, and which make regular connections with the service herein contracted for.

Distances.

	Miles.
St. John to Halifax.....	292
Halifax to Bermuda.....	750
Bermuda to Montserrat.....	982
Montserrat to St. Lucia.....	180
St. Lucia to St. Vincent.....	55
St. Vincent to Barbados.....	95
Barbados to Trinidad.....	205
Trinidad to Demerara.....	357
	<hr/>
	2,916
	<hr/>

SESSIONAL PAPER No. 10e

<i>Distances.</i>	<i>Miles.</i>
Demerara to Trinidad.....	357
Trinidad to Barbados.....	205
Barbados to St. Vincent.....	95
St. Vincent to St. Lucia.....	55
St. Lucia to Dominica.....	83
Dominica to Montserrat.....	97
Montserrat to Antigua.....	38
Antigua to St. Kitts.....	60
St. Kitts to Bermuda.....	925
Bermuda to St. John.....	780
	2,695

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At.	In	Of.
	Ft.	Ft.	Ft.							C.ft					
Chignecto...	400.5	47.2	31.1	2,960	4,744	5,567	41	60	90	4888	418	11	Belfast	1893	Steel.
Cobequid...	400.5	47.2	31.1	2,960	4,790	5,088	41	60	98	4515	418	11	Belfast	1893	Steel.
Chalchir...	400.5	47.2	31.1	2,994	4,740	5,574	41	60	95	5288	418	11	Belfast	1893	Steel.
Caraquet...	400.5	47.3	31.1	2,975	4,889	5,120	40	72	80	5505	418	11	Belfast	1894	Steel.

The *Cobequid* was wrecked off the Nova Scotia coast on Jan. 13, 1914.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
										\$ cts.
1907.....	30	6,510			119,787		Not stated.	Not stated.		63,510 00
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measure-ment.		Lock Bags.	Tied Sacks	
1908.....	30	1,558	1,065	1,738	36,113	79,154	86	52	3,833	65,700 00
		Passengers.....		4,361	Freight....	115,267				
1909.....	30	1,573	987	1,993	63,129	54,953	1,100	246	3,805	65,700 00
		Passengers.....		4,553	Freight....	118,082				
1910.....	30	1,595	1,170	2,748	66,474	82,800	390	463	3,225	65,700 00
		Passengers.....		5,513	Freight....	149,274				
1911.....	29	1,044	857	1,346	69,927	76,398	151	209	2,543	65,700 00
		Passengers.....		3,247	Freight....	146,325				
1912.....	30	1,090	1,269	1,048	65,552	86,253	106	168	2,568	87,613 86
		Passengers.....		3,407	Freight....	180,132				
1913.....	28½	In : ..525	525	504	44,390	352	2	73	971	87,083 29*
		Out....362	302	512	7,923	69,857	42	71	1,425	
		Total..887	827	1,016	52,313	70,209	44	144	2,396	
		Passengers.....		2,730	Freight....	122,611				

From 1907 to Nov. 23, 1913, this service was performed by Messrs. Pickford and Black, of Halifax, N.S. They are now the agents in Halifax of the Royal Mail Steam Packet Co.

* To Nov. 30, 1913.

Two sailings from Canada were made by the Royal Mail Steam Packet Company's steamers in December, 1913. Their traffic returns are included in the figures given above.

SESSIONAL PAPER No. 10e

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	From.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons. Weight.	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.
				\$			\$			\$
1912...	St. John	1,377½	20,000½	383,536				1,377½	20,000½	383,536
	Halifax.	5,044½	62,147½	1,941,990				5,044½	62,147½	1,941,990
Total..		6,422½	82,247½	2,325,526	Nil.	Nil.	Nil.	6,422½	82,247½	2,325,526
1913...	St. John	2,137	13,038	259,381				2,137	13,038	259,381
	Halifax.	5,786	56,819	1,800,169				5,786	56,819	1,800,169
Total..		7,923	69,857	2,059,550	Nil.	Nil.	Nil.	7,923	69,857	2,059,550

PRINCIPAL ARTICLES EXPORTED FROM CANADA.

All of Canadian Origin.

Fish, canned salmon, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper and biscuits.

CANADA AND SOUTH AFRICA.

ELDER DEMPSTER SHIPPING, LTD.

Contract No. 2.

T. & C. File No. 13888.

Vote 164.—Steam Service between Canada and South Africa.

1913-14.....	\$ 146,000
1914-15.....	146,000

Contractor.

Elder Dempster Shipping, Ltd.

Contract dated.

April 22, 1913.

Duration of Contract.

October 1, 1913, to September 30, 1916.

Service.

Monthly, during the first 15 days of each month.

Ports of Call.

From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open navigation on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

Speed Required.

10 knots.

Subsidy.

\$146,000 per annum, payable quarterly.

Coaling.

Steamers may call at any Canadian port solely for the purpose of coaling.

Intercolonial Railway Clause.

Not included.

Cold Storage.

There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

Additional Vessels.

The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Exemption from calling at Canadian Ports.

If sufficient cargo is not forthcoming from any of the ports of call in Canada the Minister may relieve the contractors from the obligation of calling at such ports.

SESSIONAL PAPER No. 10e

Distances.

Montreal to Cape Town.....	7,338 miles.
“ to Port Elizabeth	7,778 “
“ to East London.....	7,909 “
“ to Durban.....	8,162 “
St. John to Cape Town.....	6,978 “
“ to Port Elizabeth.....	7,413 “
“ to East London.....	7,549 “
“ to Durban.....	7,802 “

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Registered Tonnage.	Refrigerated Space.	H.P.	Speed.	Home		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts.			
Melville	385.0	48.8	26.9	2,872	4,439	7,200	12	59,647	359	11	Port Glasgow.....	1901	Steel.
Canada Cape	360.0	48.0	20.2	2,795	4,286	6,500	6	65,940	372	10	Howdon-on-Tyne.	1904	Steel.
Benin.....	375.2	47.0	18.8	2,788	4,313	7,100	2	9,200	396	11	Wallsend-on-Tyne...	1907	Steel.
Bendu.....	375.1	47.3	18.9	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne..	1907	Steel.
Monarch	470.0	56.0	31.9	4,776	7,355	12,500	6	26,500	548	11	Wallsend.....	1897	Steel.
Yola.....	356.0	45.2	18.7	2,246	3,504	5,625	12	Nil.	300	10	Sunderland.....	1898	Steel.
Kaduna.....	360.0	52.0	26.2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro.	1910	Steel.
Kwarra.	360.0	52.0	26.1	2,304	4,441	8,100	12	10,000	428	10	Middlesbro.....	1910	Steel.
Coaling.....	340.0	47.1	27.4	2,475	3,794	6,500	Nil.	Nil.	317	10	West Hartlepool	1906	Steel.
Ninian.	400.4	52.5	35.0	4,068	6,385	9,670	6	4,000	510	10	Newcastle-on-Tyne.	1912	Steel.
Benguela....	425.5	53.0	39.2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne	1910	Steel.

4 GEORGE V., A. 1914

TRAFFIC RETURNS (Outward voyages.).

No cargo is carried inward.

Calendar Year.	No. of trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Meas.			
1907	12	Not stated....	47,314		Not stated....	Nil.	\$ cts. 146,000 00
1908.....	12	5	25,690	16,977	69	Nil.	146,000 00
1909.....	12	21	29,840	26,140	Nil.	Nil.	146,000 00
1910.....	12	9	23,203	33,145	369	Nil.	146,000 00
1911.....	12	26	31,385	37,800	667	Nil.	146,000 00
1912.....	12	14	31,210	34,980	1,013	Nil.	146,000 00
1913.....	13	Nil.	45,316	53,498	371	Nil.	146,000 00

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
			\$			\$			\$
1912.....	28,901	22,090	2,856,419	2,309	12,890	1,257,263	31,210	34,980	4,113,682
1913.....	43,128	31,196	3,791,039	2,188	22,302	2,078,630	45,316	53,498	5,869,669

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Flour, agricultural machinery, calcium carbide, binder twine, automobiles, paper, cattle, lumber, wax, carriageware, cereal foods, eggfillers, chairs, woodenware, wheat and furniture.

Of United States Origin.

Automobiles, mining machinery, fruit jars, lumber, mules, wax, condensed milk, chairs and wheelbarrows.

SESSIONAL PAPER No. 10e

HALIFAX, ST. JOHN'S, NFLD., AND LIVERPOOL.

FURNESS, WITHY & CO., LTD.

Contract No. 3.
T. & C. File No. 13851.

Vote 165. Steam service between Halifax, St. John's, Nfld, and Liverpool.

1913-14.....	\$	20,000
1914-15.....		20,000

Contractors.

Furness, Withy & Co., of West Hartlepool, England.

Contract Dated.

March 17, 1913..

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service.

Sailing at regular intervals of not less than once in every 17 days from each of the terminal ports of Halifax and Liverpool, calling each way at St. John's, Nfld.

Ports of Call.

Halifax, St. John's, Nfld., and Liverpool.

Speed Required.

10 knots.

Subsidy.

\$20,000 per annum, payable quarterly in July, October, January and April.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distance.

Halifax to Liverpool, 2,453 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMODA- TION.			Refrigerator space.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Durango....	332	41.7	28.8	1,927	3,008	4,831	2				299	12	Sunderland	1895	Steel.
Venango....	308.7	41.5	28.9	1,910	2,938	4,560	2				255	11	Sunderland	1891	Steel.
Almeriana..	324.8	40.2	25.1	1,824	2,906	4,302	4			88,300	319	12	Middles- borough..	1889	Steel.
Gulf of Venice	333.1	42.3	28.6	1,884	3,022	4,705	2				410	12	West Hartlepool	1883	Iron.
Florence...-	293.5	40.2	26.1	1,609	2,493						200		Sunderland.	1889	Steel.
Tabasco....	331.6	41.7	26.0	1,913	2,987						360		Sunderland-	1895	Steel.
Digby.....	350	50.0	25.6	2,233	3,966	4,886	57	32		2574.	600	14	West Hartlepool	1913	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Packages.	Subsidy Paid
1907.....-	29½	353	65,832	Not stated....	Not stated....	\$17,500
1908.....	25	53	44,132	Nil.	54	20,000
1909.....	27½	85	50,847	Nil.	Nil.	20,000
1910.....	27	80	103,144	Nil.	Nil.	20,000
1911.....	25	64	114,357	Nil.	Nil.	20,000
1912.....	24	63	104,466	Nil.	17	19,583 33
1913.....	23	In.....205 Out.....173	19,457 88,881	Nil.	Nil.	19,000 00
		Total....378	108,338			

SESSIONAL PAPER No. 10e

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	To	CANADIAN ORIGIN.			UNITED STATES AND WEST INDIAN ORIGIN.			TOTAL.		
		Tons Weight	Tons Meas't.	Value.	Tons Weight.	Tons Meas't	Value.	Tons Weight	Tons Meas't	Value.
				\$			\$			\$
1912	St. John's, Nfld	1,977	2,117	193,237	2,274	827	311,232	4,251	2,944	504,469
	Liverpool	2,022	76,725	1,133,859	Nil.	Nil.	Nil.	2,022	76,725	1,133,859
	Total.....	3,999	78,842	1,327,096	2,274	827	311,232	6,273	79,669	1,638,328
1913	St. John's, Nfld	2,266	4,923	276,760	1,300	991	257,284	3,596	5,914	534,044
	Liverpool.....	19,784	58,695	2,078,260	328	554	41,029	20,122	59,249	2,119,239
	Total.....	22,050	63,618	2,355,020	1,668	1,545	298,313	23,718	65,163	2,653,333

PRINCIPAL ARTICLES EXPORTED.

To LIVERPOOL.

Canadian Origin.

Lumber, boxboards, wood tops, wood shanks, apples, cider, canned apples, canned lobsters, canned beef, fish, seal oil, cod oil, tallow, oats, cheese, furs, machinery, lawn mowers, wire fencing, scrap brass, metals, lead ashes, leather, sacks and bone black.

United States Origin.

Flour, pork, shoes and lamp chimneys.

West Indian Origin.

Lignum vitæ, satinwood, dye extract, oranges, rum, sugar, cocoanuts and limejuice.

To ST. JOHN'S.

Canadian Origin.

Apples, fruits, peas, canned vegetables, hay, flour, cheese, condensed milk, confectionery, meats, fish, medicines, tea, dry goods, rubbers, paper, stoves, smallwares, roofing, bricks, paint, nails, cordage, sacks, tripoli and naphtha.

United States Origin.

Boots and shoes, shoe manufacturing material, furniture, hardware, canned and pickled meats, lard, provisions, groceries, flour, feed, corn, rolled oats, meal, seeds, earthenware and bottled beer.

West Indian Origin.

Greenheart, mahogany, rum, bay rum, sugar and molascuit.

4 GEORGE V., A. 1914

MONTREAL, QUEBEC AND MANCHESTER (Summer Service).

ST. JOHN, HALIFAX AND MANCHESTER (Winter Service).

MANCHESTER LINERS, LTD.

(FURNESS, WITHEY & CO., AGENTS.)

Contract No. 23.

T. & C. File No. 13856.

Vote 166. Steam service between Montreal, Quebec and Manchester, England, during the summer season; and between St. John, Halifax and Manchester during the winter season.

1913-14.....	\$35,000
1914-15.....	\$35,000

• *Contractors.*

The Manchester Liners, Ltd., of Manchester, England.

Contract dated.

March 18, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Sailings.

Fortnightly sailings between Canada and Manchester, each way.

Ports of Call.

During the season of open navigation on the St. Lawrence: Montreal, Quebec and Manchester.

During closed navigation on the St. Lawrence: St. John and Manchester, calling on all voyages inwards at Halifax, N.S.

Freight offered at Halifax for Manchester shall be taken on board at Halifax on west-bound trips, and freight rates on such goods shall not be higher than would be charged were the goods shipped direct.

Freight Rates.

Freight rates are not to exceed the rates current by other vessels or lines, less the rates charged or chargeable by the Manchester Ship Canal Company for use of or towage through the said canal, or both.

Cold Storage.

As regards the steamers provided with cold storage, the contractors shall maintain the same in constant efficiency, and operate it at all times when cargo is being stowed or carried in cold storage compartments.

SESSIONAL PAPER No. 10e

Speed Required.

10 knots.

Subsidy.

\$35,000 per annum, payable quarterly in July, October, January and April.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distances.

Manchester to Montreal..... 2,835 miles.
Manchester to St. John..... 2,767 “

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			Tonnage.			Passenger Acc.	Refrigerator Space.	N.	H.	P.	Speed.	BUILD.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.							At.	In.	On.
	Ft.	Ft.	Ft.					Cu. Ft.				Kts.			
Manchester Mariner....	360	48	20-2	2,672	4,106	6,838	3	Nil.	403	11		Hartlepool.	1904	Steel.	
Manchester Shipper	370	48	26-3	2,542	4,038	6,951	9	Nil.	379	11		West Hartlepool	1900	Steel.	
Manchester Port.....	360	48	20-2	2,662	4,093	6,906	3	Nil.	400	10½		Hartlepool.....	1903	Steel & Iron	
Manchester Trader....	340	42-7	27	2,136	3,318	4,465	3	2,500	354	11		Londonberry	1890	Steel.	
Manchester Spinner....	360	48	20-2	2,760	4,227	7,158	Nil.	Nil.	372	11		Howdenson-Tyne	1903	Steel.	
Manchester Importer..	370	48	26-3	2,548	4,028	6,966	9	Nil.	379	11		West Hartlepool	1899	Steel.	
Manchester Exchange.	360	48	30	2,649	4,091	6,569	2	Nil.	374	10		West Hartlepool....	1901	Steel.	
Manchester Corporation	430	48	34	3,467	5,409	7,848	10	Nil.	541	12		West Hartlepool.....	1899	Steel.	
Manchester Commerce	430	48	34	3,444	5,363	7,848	10	10,000	541	12		West Hartlepool	1899	Steel.	
Manchester Inventor...	360	48	28-1	2,775	4,247				372			Howden-on-Tyne.....	1902	Steel.	
Manchester Engineer...	360	48	20-2	2,813	4,138	7,200	Nil.	Nil.	372	10		Newcastle.....	1902	Steel.	
Manchester Merchant.	360	48	20-2	2,707	4,012	6,982	Nil.	Nil.	400	11		Newcastle.....	1904	Steel.	

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	FREIGHT CARRIED.		Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
			Weight.	Measure-ment.			
			Tons.	Tons.			\$ cts.
1907	25	110	122,152	Nil.	Not stated.	Not stated.	35,000 00
1908.....	30	Nil.	112,794	59,908	6,678	Nil.	35,000 00
1909.	40	54	474,042	59,190	9,525	Nil.	34,781 25
1910.	42	91	181,972	27,673	4,122	Nil.	35,000 00
1911.....	42½	77	204,524	50,990	3,696	Nil.	35,000 00
1912.....	40½	91	257,643	87,207	80	Nil.	35,000 00
1913	44	In.....54 Out.....Nil.	49,576 219,854	28,411 44,350	Nil.	Nil.	35,000 00
		Total.....54	269,430	72,761			

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons. Weight	Tons Measure-ment.	Value.	Tons Weight	Tons Measure-ment.	Value.	Tons Weight	Tons Measure-ment.	Value.
			\$			\$			\$
1912.....	116,245	56,990	7,414,995	34,644	7,155	3,938,316	200,889	64,145	11,353,311
1913	206,444	42,299	8,246,791	13,410	2,051	3,126,070	219,854	44,350	11,372,861

PRINCIPAL ARTICLES EXPORTED.

FROM ST. JOHN.

Of Canadian Origin.

Deals, lumber, last blocks, washboards, wood stems, pulpboard, wheat, oats, barley, flour, oatmeal, hay, grapenuts, cheese, apples, asbestos fibre, crude asbestos, phosphorus, arsenic, zinc ashes, mineral white, cobalt oxide, corundum, hardware, leather and belting.

Of United States Origin.

Automobile parts, cotton, meats, lard, grapenuts, post toasties, timber, maple blocks, maple flooring, clay pigeons and traps, doors and handles.

FROM HALIFAX.

All Canadian Origin.

Timber, boxboards and apples.

SESSIONAL PAPER No. 10e

FROM MONTREAL.

Canadian Origin.

Wheat, oats, cereal foods, linseed cakes, oil cakes, hay, cheese, apples, leather, lumber, pickets, pulpboard, asbestos fibre, corundum, dross, machinery, rags, cotton waste, and jewellers' sweepings.

United States Origin.

Wheat, oats, starch, cereal foods, corn sugar, corn syrup, provisions, lumber, handles, skewers, steel rods and bars, asbestos fibre and washing powder.

FROM QUEBEC.

All Canadian Origin.

Timber, boards, deals, handles, pulpboard, asbestos and leather.

ST. JOHN, DUBLIN AND BELFAST.

ULSTER STEAMSHIP COMPANY.

Contract No. 5.

T. & C. File No. 14179.

Vote 167. Steam Service between St. John, Dublin and Belfast, during the winter season.

1913-14.....	\$7,500
1914-15.....	\$7,500

Contractors.

The Ulster Steamship Co., Ltd., Belfast, Ireland.

Contract Dated.

Sept. 8, 1913.

Duration of Contract.

December, 1912, to the opening of St. Lawrence navigation in 1914.

Service.

A service averaging not less than two sailings each month until not more than ten round trips have been run.

Ports of Call.

St. John, N.B., and Belfast or Dublin, Ireland.

Speed Required.

10 knots.

Subsidy.

\$750 for each round trip from Belfast and Dublin to St. John, and return to Belfast or Dublin.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distances.

	Miles.
St. John to Dublin.....	2,550
St. John to Belfast.....	2,500

DESCRIPTION OF VESSELS EMPLOYED.

NAME	DIMENSIONS.			TONNAGE.			N. H. P.	Speed.	Passenger Acc.	Refrigerator space.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross	Capacity.					At	In	Or
	Ft.	Ft.	Ft.			Wgt.		Knots	1st Class.	C.F.			
Glenarm Head	360	46·1	28·0	2,527	3,908	6,150	379	10½	6	Nil.	Belfast.	1897	Steel.
Black Head...	279	40·2	20·5	1,165	1,895	3,200	196	10½	4	Nil.	West Hartlepool	1912	"
Bray Head	330	41·5	25·1	2,019	3,150	4,800	264	10	2	Nil.	Walsend. ..	1894	"
Inishowen Head	311·7	40·0	30·2	1,987	3,050	4,700	309	10½	2	Nil.	Belfast.....	1886	Steel & iron.
Bengore Head	324	37·2	17·7	1,619	2,190	3,630	260	11	2	Nil.	Glasgow....	1884	Iron.
Dunmore Head.	302·4	46·2	19·5	1,458	2,293	3,500	258	10	4	Nil.	Belfast.	1889	Steel.
Ramore Head.	402·1	44·7	27·8	2,913	4,444	6,500	473	11	12	Nil.	"	1891	"
Carrigan Head..	370·6	45·1	31·6	2,717	4,201	6,200	438	11	8	Nil.	"	1901	"
Rathlin Head...	460	53	35·7	4,368	6,754	9,100	520	12	10	Nil.	"	1899	"
Torr Head	452·8	50·3	31·2	3,868	5,911	8,400	463	11	8	Nil.	"	1894	"
Glen Head.....	256·5	34·5	17·9	995	1,600	2,225	173	10	2	Nil.	Shields .	1883	Iron.
Teelin Head...	275·1	35·3	18·1	1,083	1,718	2,500	187	10	2	Nil.	Belfast.	1883	Steel.
Howth Head..	380·4	48·4	28·8	2,877	4,440	6,300	462	11	6	Nil.	"	1906	"

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock	Mails.	Subsidies Paid.
1907.....	6	Nil.	26,039	Nil.	Nil.	\$4,500
1908.....	4	Nil.	10,443	Nil.	Nil.	3,000
1909.....	3	Nil.	8,402	Nil.	Nil.	2,250
1910.....	7	Nil.	25,100	Nil.	Nil.	5,250
1911.....	4	Nil.	13,067	Nil.	Nil.	3,000
1912.....	8	Nil.	30,642	Nil.	Nil.	6,000
1913.....	9	Nil.	43,327	Nil.	Nil.	6,750

All the above freight was carried outward from Canada.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
			\$			\$			\$
1912.....	30,137	378	1,168,070	91	36	6,070	30,228	414	1,174,109
1913.....	27,109	15,977	1,177,225	241	Nil.	9,614	27,350	15,977	1,186,839

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Wheat, barley, rye, lumber, flour, oatmeal, flaxseed, oats, apples, paper, hay, linseed cakes, washboards, deals and handles.

Of United States Origin.

Handles, washboards, flour, clover seed, lard, lumber and corn.

ST. JOHN AND GLASGOW.

DONALDSON LINE.

Contract No. 4.

T. & C. File No. 13707.

Vote 168. Steam service between St. John and Glasgow, during the winter season.

1913-14.....	\$15,000
1914-15.....	\$15,000

Contractors.

Donaldson Bros., of Glasgow, Scotland.

Contract Dated.

Feb. 3, 1913.

Duration of Contract.

November, 1913, to April 30, 1914.

Service.

Weekly. Twenty complete round trips to be run prior to April 30, 1914.

Ports of Call.

St. John, N.B., and Glasgow, Scotland.

Speed Required.

10 knots.

Subsidy.

\$750 for each round trip from Glasgow to St. John and return.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distance.

St. John to Glasgow, 2630 miles.

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED

NAME	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N.H.P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net	Gross	Capacity	1st Class.	2nd Class.	3rd Class.				At	In	On
	Ft.	Ft.	Ft.							C. I.					
Salacia.....	390	46	28.7	2,636	4,134	5,900	Nil.	12	Nil.	Nil.	501	13	Whitby	1895	Steel
Cassandra...	455	53.2	29.1	5,228	8,135	8,500	Nil.	210	1,040	7,700	862	13	Greenock...	1906	"
Lakonia.....	401.7	49.2	28.1	3,046	4,686	7,280	Nil.	12	Nil.	14,527	520	12	Govan.....	1899	"
Athenia.....	478	56	32.5	5,523	9,080	10,500	Nil.	250	1,000	16,122	855	14	Barrow.....	1904	"
Parthenia...	400.5	52.1	29.3	3,310	5,760	8,555	Nil.	12	Nil.	16,000	489	12	Hartlepool..	1901	"
Saturnia....	455	55	40	5,494	8,611	8,250	Nil.	241	950	7,390	878	15	Glasgow....	1910	"
Pythia.....	383	46	27	2,721	4,324	6,150	36	Nil.	600	4,116	419	11		1897	"
Kastalia.....	377	46	26	2,562	4,039	6,510	Nil.	Nil.	Nil.	Nil.	395	11		1897	"

TRAFFIC RETURNS

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock	Bags Mail.	Subsidy Paid.
1907	17	1,855	87,491	Not stated....	Not stated....	\$ 8,500
1908.....	15	523	82,112	6,458	11	14,250
1909.....	16	1,129	80,444	6,064	16	10,500
1910.....	15	2,475	67,075	550	15	12,000
1911.....	11	4,517	82,822	422	15	8,250
1912.....	12	5,950	80,117	365	13	9,000
1913.....	15	In Out	6,335 2,450	28,884 51,959	278 Nil.	28 Nil.
		Total..	8,785	80,843	278	28

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year	CANADIAN ORIGIN			UNITED STATES ORIGIN			TOTAL.		
	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
1912.....	56,817	Nil.	2,140,025	2,219	Nil.	391,510	59,306	Nil.	2,531,535
1913.....	49,442	Nil.	1,716,078	2,517	Nil.	284,390	51,959	Nil.	2,000,468

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Apples, wheat, deals, pulpboard, lumber, flour, oats and oatmeal, meats, cheese, leather, barley, hay, clover seed, straw, cobalt ore, canned apples, asbestos, aluminium ingots, oilcake and bacon.

Of United States Origin.

Meats, hams, casings, hog hair, coal bags, lard, flour, evaporated plums, lumber, wood alcohol, and clay pigeons.

ST. JOHN, HALIFAX AND LONDON.

CANADIAN PACIFIC RAILWAY CO.

(Winter Service.)

Contract No. 7.
T. & C. File No. 14248.

Vote 169.—Winter steam service between St. John, Halifax and London.

1913–14.....	\$15,000
1914–15.....	\$15,000

Contractors.

The Canadian Pacific Railway Co.

Contract Dated.

October 7, 1913.

Duration of Contract.

November 6, 1913, to May 8, 1914.

Service.

10 round trips to be run during the duration of the contract.

Ports of Call.

St. John and London, calling on all eastbound voyages at Halifax, N.S., and on all west bound voyages at Antwerp, Belgium.

Speed Required.

Not stated.

Subsidy.

\$1,500 for each round trip, payable on April 1, 1913.

SESSIONAL PAPER No. 10e

Cold Storage.

The steamers are to be fitted with cold storage and ventilating appliances, which are to be in constant operation while perishable cargo, fruit or vegetables requiring same are on board.

Westbound Freight Rates.

The rates charged on westbound freight from either London or Antwerp to Halifax shall in no case be greater than the rates charged from London or Antwerp to St. John.

Canadian Trade Commissioners.

To be carried free.

Mails.

Not required to carry mails.

Distances.

London to St. John, via Antwerp..... 3,200 miles.
St. John to London, via Halifax..... 2,959 "

DESCRIPTION OF STEAMERS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Accommodation.	N.H.P.	Speed.	BUILT.	
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					Year.	In. ' Of.
	Ft.	Ft.	Ft.					Cu.Ft.		Kts.		
Lake Michigan..	469.5	56.2	31.9	5,340	8,200	8,000	Nil.	Nil.	722	12	Wallsend....	1902 Steel.
Montezuma.	485.0	59.0	30.5	5,358	8,360	8,000	Nil.	Nil.	660	12	Linthouse.....	1899 Steel.
Montreal.	469.5	56.2	31.9	5,552	8,644	8,000	Nil.	7,016	702	12	Wallsend.....	1900 Steel.
Mount Temple.	485.0	59.0	30.4	6,661	8,790	8,000	Nil.	Nil.	694	12	Walker-on-Tyne	1901 Steel.
Montfort.....	445.0	52.2	27.8	4,126	6,578	9,000	1000	24,785	731	12	Newcastle. . . .	1899 Steel.
Mount Royal...	470.0	56.0	32.0	5,926	7,998	11,000	1000	Nil.	608	10	Newcastle	1898 Steel.

4 GEORGE V., A. 1914

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight	Live Stock.	Mails.	Subsidy Paid.
1907.....	12	12,409	100,451	Not stated.	Not stated.	\$15,000
1908.....	12	6,506	104,695	8,033	Nil.	15,000
1909..	10	2,659	112,100	5,788	Nil.	12,500
1910.....	12	5,648	128,761	2,218	Nil.	15,000
1911..	12	9,514	121,627	6,657	Nil.	15,000
1912.....	16	6,488	106,172	1,127	Nil.	15,000
1913..	10	In.....4,401 Out.....10	33,730 76,584	Nil.	Nil.	15,000
		Total..4,411	110,314			

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
1912.	51,337	24,006	3,029,377	5,649	Nil.	1,811,594	56,986	24,006	4,840,971
1913.	63,811	7,670	2,638,302	5,103	Nil.	1,141,916	68,914	7,670	3,780,218

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Lumber, asbestos, oats, wool, wheat, flour, apples, cereal foods, acetone, apple waste, evaporated apples, flour meal and feed, wood alcohol, oil cake, cheese, aluminium ingots, furs, seed, flax, hay, salmon, tobacco cuttings, bacon, cheese, leather, cobalt nickel residue, and machinery.

Of United States Origin.

Oil, alcohol, skins, cattle, sheep, meats, lard, automobiles, hops and clay pigeons, casings, leather waste, lumber, washboards, flour, dried plums, gas engines, lawn mowers, caustic soda and scouring powder.

SESSIONAL PAPER No. 10e

ST. JOHN, HALIFAX AND LONDON.

FURNESS, WITHEY & COMPANY.

Contract No. 6.

T. & C. File No. 13852.

Vote 170.—Steam Service between St. John, Halifax and London.

1913-14.....	\$25,000
1914-15.....	25,000

Contractors.

Furness, Withy & Co., Ltd., of West Hartlepool, England.

Contract Dated.

March 18, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service.

Sailing at regular intervals of not over 15 days, or during the fruit shipping season at intervals of ten days if so required by the Minister.

Ports of Call.

St. John, Halifax and London.

Speed Required.

12 knots, when carrying fruit.

Subsidy.

\$25,000, payable quarterly in July, October, January and April.

Ventilation.

All steamers must be fitted with ventilated accommodation for carrying perishable cargo, such as apples or other fruit, cheese and provisions, provided with electric or steam driven ventilating fans. Such appliances shall be operated at all times when cargo is on board.

Carriage of Fruit.

The steamers are not to carry in any hold, or between any decks, more than five tiers of barrels of apples or other fruit, unless they are stowed in such manner as to relieve any tier from the weight of more than four other tiers.

Rebates.

The rate per barrel on apples from Halifax to London shall be the same to all persons under the same conditions, and no rebates shall be given to any Canadian exporter in preference to another.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Intercolonial Railway Clause.

Included.

Distance.

St. John to London, 2,900 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.		Kts			
Kanawha.	370	41	31.6	2,488	3,884	5,610				Nil.	491	13	Linthouse...	1893	Steel
Shenandoah..	370	44	31.6	2,492	3,886	5,610				Nil.	491	13	Linthouse...	1893	Steel
Rappahannock..	370	44	31.6	2,488	3,884	5,500				Nil.	485	13	Linthouse...	1893	Steel
Durango.....	332	41.7	28.8	1,927	3,008	4,834	2			Nil.	299	12	Sunderland.	1895	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock	Mails.	Subsidy Paid.
1907.....	34	17	172,358		Not Stated.	Not Stated.	\$19,250
			Weight	Meas.			
1908.....	29½	62	55,909	101,405	651	Nil.	25,000
1909.....	28½	105	77,815	87,505	Nil.	Nil.	25,000
1910.....	26½	204	70,016	82,125	Nil.	Nil.	25,000
1911.....	28	173	33,304	113,067	1	Nil.	25,000
1912.....	26	115	67,627	115,696	4	Nil.	23,660.71
		In	64	25,318			
		Out	53	50,720	Nil.	Nil.	25,000
1913.	25	Total....	117	76,038	98,701		

SESSIONAL PAPER No. 10e

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year.	CANADIAN ORIGIN			UNITED STATES AND WEST INDIAN ORIGIN			Total.		
	Tons weight	Tons meas't.	Value \$	Tons weight.	Tons meas't	Value \$	Tons weight	Tons meas't.	Value \$
1912.....	38,126	111,165	3,234,555	125	254	27,307	38,251	111,419	3,251,862
1913.	47,817	81,583	3,694,928	2,903	1,280	188,204	50,720	82,863	3,883,132

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Wheat, lumber, skewers, tanning extract, canned lobsters, cheese, carbolic acid, apples, canned apples, cider, sardines, furs, seal oil, glue, dowels, shingles, wood shanks, wood pulp, brooms, and whisks.

Of United States Origin.

Lobsters, cocoanuts, rum, lumber, hops, wood alcohol and fish glue.

Of West Indian Origin.

Tea, coffee, cocoabeans, rum, sugar, honey, pimentos, cocoanuts, lime juice, tallow, wax, sponges, fustic, fancy woods.

PACIFIC OCEAN SERVICES.

CANADA AND AUSTRALIA OR NEW ZEALAND.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.
T. & C. File No. 14003.

*Vote 171.—Steam Service between Canada and Australia or New Zealand, or both,
on the Pacific Ocean.*

1913-14.....	\$180,509
1914-15.....	180,509

Contractors.

The Union Steamship Co., of New Zealand, Ltd.

Contract Dated.

January 15, 1911.

Duration of Contract.

August 1, 1911 to August 1, 1916.

Service.

Sailing every four weeks.

Ports of Call.

Vancouver, B.C., Victoria, B.C., Honolulu, in the Sandwich Islands, Suva in the Fiji Islands and Auckland, N.Z.

If required by the Minister, each voyage from Canada to New Zealand shall be extended to a port or ports in Australia.

Speed Required.

Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

Subsidy.

£37,090 18s.2d. per annum.

Provided that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

Deductions from Subsidy.

£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of 24 hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded 20 days.

Preference to Canadian Shippers.

No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distances.

	Miles.
Vancouver to Victoria.....	85
Victoria to Honolulu.....	2,342
Honolulu to Suva, Fiji.....	2,799
Suva to Auckland.....	1,140
	<hr/>
	6,366

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

Name	Dimensions.			Tonnage			Passenger Accommodation			Refrigerator Space	N.H. P.	Speed.	Built		
	Length.	Breadth.	Depth.	Net.	Gross	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Feet.	Feet.	Feet							Cu. Ft.		Knots.			
Matamora	420.3	53.2	31.2	3,952	6,437	2,500	220	72	116	13,600	1,500	15	Greenock.	1907	Steel.
Makura	450	58	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow.	1908	"
Zealandia	410	54.6	26	3,482	6,650	2,225	168	91	104	11,933	1,100	15	Clydebank.	1910	"
Niagara	542	66	37.6	7,581	13,444	3,800	289	210	276	63,200	12,500	17½	Clydebank	1913	"

* Indicated Horse Power.

4 GEORGE V., A. 1914

TRAFFIC RETURNS.

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
		Number.	Tons.				\$ cts.
1907	10	4,687	30,684	Not stated.	Not stated		138,853 10
1908	13	5,707	22,110	"	"		222,164 96
					Lock bags.	Tied sacks	(Part of this is on account of 1907 service).
1909	12	5,397	45,453	47	10,727	428	180,509 00
1910	13	6,153	60,615	15	12,558	601	180,509 00
1911	13	6,445	59,756	Nil.	11,832	950	180,509 00
1912	13	6,173	43,997	34	15,301	183	180,509 00
1913	13	In. 3,368 Out 3,366	20,655 21,513	6 7	5,771 8,267	481 1,222	180,509 00
		Total 6,734	42,168	13	14,038	1,703	

ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA.

Calendar Year.	To.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
				\$			\$			\$
1912	Auckland.....	1,599	Nil.	263,581	1,136	Nil.	535,463	2,833	Nil.	799,044
	Suva	2,604	Nil.	115,075	237	Nil.	50,858	2,841	Nil.	165,933
	Honolulu	203	Nil.	26,654	Nil.	Nil.	Nil.	203	Nil.	26,654
	Sydney	4,960	Nil.	501,731	3,991	Nil.	1,460,089	8,952	Nil.	1,961,820
	Total.....	9,366	Nil.	907,041	5,364	Nil.	2,046,410	14,829	Nil.	2,953,451
1913	Auckland	200	3,167	245,877	1,206	964	629,541	1,406	4,131	875,418
	Suva	113	3,646	121,949	106	142	41,240	219	3,788	163,189
	Honolulu	175	40	25,977	1	—	337	176	40	26,314
	Sydney	530	5,699	383,609	3,260	2,263	1,681,011	3,790	7,962	2,064,620
	Total.....	1,018	12,553	777,412	4,573	3,369	2,352,129	5,591	15,922	3,129,541

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whiskey, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

SESSIONAL PAPER No. 10e

Of United States Origin.

Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles and corsets.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

GRAND TRUNK PACIFIC RAILWAY.

Contract No. 61.

T. & C. File No. 12,376.

Vote 172.—Steam service between Prince Rupert, B.C., and Queen Charlotte Islands.

1913-14.....	\$16,000
1914-15.	16,000

Contractors.

Grand Trunk Pacific Railway Company.

Date of Contract.

October 21, 1909.

Duration of Contract.

November 1st, 1909, to March 31, 1915.

Service.

Two round trips each month, from November to March, inclusive, and four round trips each month during the remaining seven months of the year.

Ports of Call.

Prince Rupert, B.C., Port Simpson, Naas Bay, Stewart, thence to Massett in Queen Charlotte Islands, Skidegate, Queen Charlotte City, Lockeport, Ikeda Bay, Jedway, Collinson Bay and Porcher Island, thence back to Prince Rupert.

Speed Required.

Not stated.

Subsidy.

\$200 per round trip, payable quarterly in February, May, August and November.

Mails.

To be carried free.

Distances.

Prince Rupert to Port Simpson.....	38	miles.
Port Simpson to Naas Bay.....	34	"
Naas Bay to Stewart.....	68	"
Prince Rupert to Massett.....	76	"
Massett to Skidegate.....	96	"
Skidegate to Queen Charlotte City.....	5	"
Queen Charlotte City to Lockeport.....	76	"
Lockeport to Jedway.....	44	"
Jedway to Ikeda Bay.....	11	"
Ikeda Bay to Collinson Bay.....	3	"
Collinson Bay to Porcher Island.....	117	"
Porcher Island to Prince Rupert.....	20	"
	588	"

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Prince Albert.....	232	30	13.5	586	1,015	900	188	167	10	Hull, Eng.....	1892	Steel.
Prince John.....	185	29.5	14	540	905	800	225	103	10	Bowling, Scotland	1910	Steel.
Prince Rupert..	318.9	42.2	18.8	1626	3379	600	500	800	18	Wallsend, Eng....	1910	Steel.
Prince George ..	320	42.2	18	1625	3372	600	500	800	18	Wallsend, Eng....	1910	Steel.

TRAFFIC RETURNS.

Calendar. Year.	No. of Round trips run.	Passengers Carried.	FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight	Tons Measure- ment.		Lock Bags.	Tied Sacks.	
Nov. to Dec. 31, 1909	2	61	346	57	Nil.	39	21	\$ 400
1910	39	3,097	2,089	2,674	4	1,000	599	7,200
1911.....	40	5,372	2,105	1,951	1	1,496	1,140	8,200
1912	44	5,910	3,250	4,081	60	1,328	1,957	8,200
1913	40	In.....2,327 Out. ...2,261	1,488 2,435	Nil. *245 M. ft.	7 117	704 1,655	364 1,221	8,000
		Total..4,588	3,923	*245 M. ft.	124	2,359	1,585	

* Lumber.

SESSIONAL PAPER No. 10e

VICTORIA AND SAN FRANCISCO.

PACIFIC COAST STEAMSHIP COMPANY.

Contract No. 10.
T. & C. File No. 13721.

Vote 173.—Steam service between Victoria and San Francisco.

1913-14.....	\$3,000
1914-15.....	3,000

Contractors.

The Pacific Coast Steamship Co., of San Francisco.

Date of Contract.

Jan. 24, 1913.

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service.

Weekly.

Ports of Call.

Victoria, B.C., and San Francisco, U.S.A.

Subsidy.

\$3,000 per annum, payable in equal instalments in August, December and April.

Speed Required.

Not stated.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distance.

Victoria to San Francisco, 750 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.		Refrigerator space.	N.H.P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.						C.ft					
Queen	331	38.0	12.0	1,672	2,728	2,000	225	125	Nil.	479	14	Philadelphia, Pa.	1882	Iron.
City of Puebla.	320	38.6	26.0	1,713	2,624	1,803	175	100	Nil.	477	15	Philadelphia, Pa..	1881	Iron.
Umatilla.....	310	40.6	22.0	2,168	3,070	2,000	165	125	Nil.	336	14	Chester, Pa. . .	1881	Iron.
President.....	391	48.0	19.7	2,393	5,218	3,000	210	120	Nil.	601	15	Camden, N.J.....	1906	Steel
State of Cali- fornia.....	306	38.6	24.4	1,260	2,266	1,200	100	100	Nil.	403	13	Philadelphia, Pa..	1878	Iron.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried.	Mails Carried.		Subsidy Paid.
								\$
1907.....	72	2,048	6,768		Nil.	Not stated.		3,000 00
			Weight	Meas.		Lock Bags.	Tied Bags.	
1908.....	71	2,672	5,239	1,230	Nil.	79	Nil.	3,000 00
1909.....	57	1,930	2,163	5,225	Nil.	Nil.	Nil.	3,000 00
1910.....	55	1,970	2,130	6,230	Nil.	Nil.	Nil.	3,000 00
1911.....	56	2,050	2,596	5,936	Nil.	Nil.	Nil.	3,000 00
1912.....	52	2,612	6,197	8,654	Nil.	Nil.	Nil.	3,000 00
1913	52	In...1,935 Out...1,856	4,714 65	6,743 563	Nil.			3,000 00
		Total3,791	4,779	7,306	Nil.	Nil.	Nil.	

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons. Weight	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
			\$			\$			\$
1912	68	226	47,554	36	214	39,223	104	440	85,777
1913	63	385	68,418	2	178	17,474	65	563	85,892

SESSIONAL PAPER No. 10e

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Liquors, automobiles, household goods, and salmon.

Of United States Origin.

Bottle caps, cement sacks and empty cylinders.

VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 28.

T. & C. File No. 13861.

Vote 174.—Steam service between Victoria, Vancouver, Wayports and Skagway.

1913-14.....	\$12,500
1914-15.....	12,500

Contractors.

Canadian Pacific Railway Co.

Contract Dated.

March 18, 1913.

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service.

Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

Ports of Call.

Victoria, Vancouver, Prince Rupert, Port Simpson, Ketchikan and Skagway.

Subsidy.

\$12,500 per annum, payable quarterly in July, October, January and April.

Mails.

To be carried free.

Distances.

	Knots.
Victoria to Vancouver.....	73
Vancouver to Port Essington.....	472
Port Essington to Prince Rupert.....	27
Prince Rupert to Port Simpson.....	36
Port Simpson to Ketchikan.....	66
Ketchikan to Skagway.....	307
	981

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			Refrigerator Space.	H. P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Princess Charlotte.....	330.0	46.7	23.7	1,999	3,844	500	274			Nil.	795	20	Glasgow.....	1908	Steel.
Princess Victoria.....	300.0	40.5	15.2	428	1,943	400	168	60		Nil.	434	20	North Shields.	1903	"
Princess Ena....	195.1	38.2	14.8	827	1,368	250				Nil.	75	12	Garston, Eng...	1907	"
Princess May...	249.0	33.2	17.7	892	1,717	500	160		70	Nil.	287	15	Newcastle-on-Tyne.	1888	"
Princess Beatrice.....	193.4	37.4	15.2	635	1,290	250	100			Nil.	100	15	Victoria, B.C...	1903	Wood
Princess Royal.	228.0	40.0	16.6	981	1,997	450	154	60		Nil.	302	15	"	1907	"
Charmer.....	200.0	42.0	12.9	497	1,044	300	90			Nil.	188	13	San Francisco, U.S.	1886	Steel.
Amur.....	216.0	28.1	11.2	370	907	300	60		60	Nil.	170	12	Sunderland.....	1890	"
Otter.....	128.0	24.5	11.0	232	366	250	64		60	Nil.	24	10	Victoria, B.C...	1900	Wood
Tees.....	165	26	16	330	569	450		Not stated.		Nil.	200	14	Thornaby-on-Tees.	1893	Steel.
Princess Sophia.	245.2	44.1	24.0	1,466	2,320		500			Nil.	366	18	Paisley.....	1912	Steel

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidies Paid.	
1907.		11,206			17,677		Not stated.	Not stated.		For all routes including Vancouver Island service. \$ 17,500	
1908		27,625			23,446		264	13,281		4,375	
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Loose Bags.	Tied Sacks.		
1909.		23,346	4,427	2,236	25,740	332	130	6,378	8,367	17,500	
*1910.		10,052	1,846	680	12,536	55	591	3,524	4,119	12,500	
1911.		7,096	1,311	665	8,469	626	85	2,785	6,579	12,500	
1912	39	10,948	1,216	464	5,315	3,238	900	6,227	5,238	12,500	
1913	40	North	6,013	684	178	3,541	1,232	16	2,147	6,134	12,500
		South	6,279	732	370	2,868	140	466	1,313	2,984	
Total		12,292	1,416	548	6,409	1,372	482	3,460	9,118		

*The above figures show traffic carried over routes "A" and "B" during 1907, 1908 and 1909. From 1910 onwards only route "A" has been subsidized, which accounts for the apparent decrease in traffic.

VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 63.
T. & C. File No. 13858.

Vote 175.—Steam service between Victoria and West Coast Vancouver Island.

1913-14.....	\$5,000
1914-15.	5,000

Contractors.

Canadian Pacific Railway Company.

Date of Contract.

March 18, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service.

Four complete round trips each month from April to September, inclusive; the sailings during the said months to be every Tuesday, viz: two trips from Victoria to Clayoquot and way ports, one trip from Victoria to Quatsino and way ports, and one trip from Victoria to Holberg and way ports. For the balance of the year, three complete round trips each month; one to Holberg and way ports, one to Quatsino and way ports, and one to Clayoquot and way ports.

Ports of Call.

Victoria, Port Renfrew, Carmanah, Clo-oose, Bamfield, New Alberni, Sechart, Ucluelet, Clayoquot, Christie School, Ahousat, Hesquiot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino, and Holberg; and, if sufficient business offers, at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.

Speed Required.

Not stated.

Subsidy.

\$5,000 per annum, payable quarterly in June, September, December and March.

Mails.

To be carried free.

Distances.

Victoria to Port Renfrew.....	54 knots.
Port Renfrew to Carmanah.....	15 "
Carmanah to Cla-oose.....	5 "
Cla-oose to Bamfield.....	25 "
Bamfield to New Alberni.....	34 "
New Alberni to Sechart.....	34 "
Sechart to Ucluelet.....	12 "
Ucluelet to Clayoquot.....	26 "
Clayoquot to Christie's School.....	3 "
Christie's School to Ahousaht.....	9 "
Ahousaht to Hesquoit.....	36 "
Hesquiot to Friendly Cove.....	25 "
Friendly Cove to Whaling Station.....	68 "
Whaling Station to Kyuquot.....	11 "
Kyuquot to Winter Harbour.....	45 "
Winter Harbour to Quatsino.....	22 "
Quatsino to Holberg.....	23 "
	<hr/>
	447 "

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS			TONNAGE.			PASSENGER ACCOMMO- DATION.			Refrigerator Space.	N. H. P.	Speed, Knots.	Built		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity	1st Class.	2nd Class.	3rd Class				At	In	On
	Ft.	Ft.	Ft.							C.F.					
Tees.....	165	26	16	330	569	450	Not stated.	Nil	200	14	Thornaby-on-Tees.	1893	Steel		
Princess Maquinna	232.5	38.0	14.5	979	1777		500		Nil.	169	16	Victoria, B.C.	1913	Steel	

TRAFFIC RETURNS.

Calendar Year	No. of round trip-run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mail.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measure.		Loose Bags.	Tied Sacks.	
1907....				6,037		8,199	Not stated.			Included in amount of \$17,500 paid under previous vote.
1908.....				5,606		10,480	151	745		Included in amount of \$1,575 paid under previous vote.
1909....		3,173	1,318	305	5,837	5,887	63	1,064	972	Included in amount of \$17,500 paid under previous vote.
1910.....		4,692	1,017	595	4,257	6,367	62	1,379	998	\$5,000
1911.....		3,788	348	776	7,072	1,012	67	1,212	734	3,750
1912.....	46	4,954	1,418	1,137	5,241	5,854	111	1,751	937	5,000
1913	43									
	North South...	2,900 2,273	1,849 1,685	Nil. Nil.	Nil. 1,100	5,221 2,071	46 27	1,473 584	644 296	5,000
Total..		5,173	3,534	Nil.	1,100	7,292	75	2,057	940	

VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS.

THE UNION S.S. CO. OF B.C., LTD.

Contract No. 18

T. & C. File No. 14034.

Vote 176.—Steam service between Vancouver and Northern ports of British Columbia.

1913-14.....	\$ 17,600
1914-15.....	17,600

4 GEORGE V., A. 1914

Contractors.

The Union Steamship Company of British Columbia, Ltd.

Date of Contract.

May 29, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service and Ports of Call.

Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making:—

- (a) Two calls each way each week at Campbell River and Prince Rupert.
- (b) One call each way each week at Quattuasca, Alert Bay, Shushartie, Wadhams, Namu, Bella Bella, Ocean Falls, Bella Coola, Warke Island, Claxton, Port Essington, Port Hardy, Inverness, Port Simpson, Rivers Inlet, Arrandale, Kincolith and Naas River; and weather permitting at Suquash.
- (c) One call each week at Hartley Bay, Oceanic and Anyox (Granby Bay.)
- (d) One call each way every two weeks at Sointula and Smith's Inlet.
- (e) During the summer season, one call each week both ways at Lowe Inlet and Schooner Passage; one call every week at China Hat, and two calls each month at Kimsquit; and one call each month at Kitimat.
- (f) During the winter season, one call fortnightly at China Hat, one call each month at Kitimat; and two calls each month at Lowe Inlet.

Speed Required.

Not stated.

Subsidy.

\$16,800 per annum, payable quarterly in July, October, January and April.

Mails.

To be carried free.

Government Wharfs.

Steamers must call whenever possible.

SESSIONAL PAPER No. 10e

Distances.

	Miles.
Vancouver to Campbell River.....	124
Campbell River to Quathiasca.....	4
Quathiasca to Alert Bay.....	91
Alert Bay to Sointula.....	7
Sointula to Shushartie.....	42
Shushartie to Wadhams.....	57
Wadhams to Schooner Passage.....	8
Schooner Passage to Namu.....	36
Namu to Bella Coola.....	65
Bella Coola to Kimsquit.....	57
Kimsquit to Ocean Falls.....	61
Ocean Falls to Bella Bella.....	26
Bella Bella to Anyox.....	361
	<hr/> 939

DESCRIPTION OF VESSELS EMPLOYED.

NAME	DIMENSIONS			TONNAGE			PASSENGER ACCOMMODATION.		Refrigerator Space.	N.H.P.	Speed, Knots	BUILD		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.				At.	In	Of
	Ft.	Ft.	Ft.											
Camosun...	192.7	35.2	14.9	794	1,369	713	150	200	Nil.	224	14	Paisley	1905	Steel
Chelohsin.	175.5	35.1	15.7	597	1,133	460	Nil.	Nil.	Nil.	131	13	Dublin.....	1911	"
Venture	180.4	32.0	17.0	580	1,011	560	70	200	Nil.	171	12	Glasgow.....	1910	"
Vadso	191.2	28.7	21.7	698	908	1,100	26	174	Nil.	88	9	Göthenburg...	1881	"
Capilano....	120	22.2	9.6	157	231	365	Nil.	Nil.	Nil.	28	7½	Vancouver....	1891	"
Coquitlam.	120	22.2	9.6	166	256	357	Nil.	Nil.	Nil.	28	7½	Vancouver....	1891	"

The *Vadso* was wrecked on Feb. 3, 1914.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	Passengers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measurement.		Lock Bags.	Tied Sacks.	
Apr. 1 to Dec. 31, 1912	217	19,600	26,451	11,157	928	7,472	Nil.	\$7,500
1913.....	189	{ In...6,947 Out 12,381	38,082 61,024	7,668 37,765	117 674	2,201 5,841	800 2,028	\$15,100
Total.....		19,328	99,106	45,433	791	8,042	2,828	

LOCAL SERVICES.

BADDECK AND IONA.

VICTORIA STEAMSHIP COMPANY.

Contract No. 25.
T. & C. File 13955.

Vote 177.—Steam service between Baddeck and Iona.

1913-14.....	\$5,825
1914-15.....	\$5,825

Contractors.

The Victoria Steamship Company, Ltd., of Baddeck, N.S.

Contract dated.

April 23, 1913.

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service.

Two full round trips daily, during open navigation.

Ports of Call.

Baddeck, Iona and McKay's Point; calling at Kempt Head on the Western end of Boularderie Island on trips from Baddeck to Iona; such calls to be made only on those days on which the steamer *Marion* makes her westbound trip from Sydney to Whycocomagh.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$5,825 per annum, payable quarterly, in July, October, January and April.

Mails.

To be carried free.

Distances.

	Miles.
Baddeck to Iona.....	12
“ Grand Narrows.....	20
“ McKay's Point.....	10
“ Kempt Head.....	5
Distance between terminal points.....	20

4 GEORGE V., A. 1914

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In.	Of.
	Ft.	Ft.	Ft.						Knots			
Blue Hill.....	135	18	7	92	195		500	38	12	East Boston, U.S.A.	1887	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.	
					Lock Bags.	Tied Sacks.		
1907		4,377	1,240	Not stated.	Not stated.	Not stated.	\$ 5,825	
1908.....	621	5,147	784	112	2,270	2,680	5,450	
1909.....	196	5,680	948	101	2,850	2,775	5,825	
1910.....	470	4,895	902	249	3,101	3,006	5,825	
1911.....	646	4,311	689	120	2,522	2,939	5,825	
1912.....	480	3,048	573	74	2,892	3,377	5,825	
1913.....	534	In Out	2,501 2,253	680 193	40 46	1,607 1,566	3,582 356	5,825
Total.....		4,754	873	86	3,173	3,938		

CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF.

THE ISLAND TUG CO., LIMITED.

Contract No. 74....

T. & C. File 13822....

Vote 178.—Steam service between Charlottetown, Victoria and Holliday's Wharf.

1913-14.....	\$2,500
1914-15.....	\$2,500

Contractors.

The Island Tug Co., Ltd., of Charlottetown, P.E.I.

Date of Contract.

May 5, 1913.

Duration of Contract.

From the opening to the close of navigation, 1913.

Service.

Two round trips each week.

Ports of Call.

Victoria, Holliday's Wharf, East River, West River, China Point, Orwell and Orwell Cove.

Subsidy.

\$2,500, of which half is payable on August 1st, and the balance at the close of navigation.

Government Wharfs.

Steamer must call whenever possible.

Mails.

To be carried free.

<i>Distances.</i>	<i>Miles.</i>
Charlottetown to Holliday's.....	17
Holliday's to China Point.....	2½
China Point to Brush Wharf.....	1½
Charlottetown to Victoria.....	28
“ Hickey's Wharf.....	11
Hickey's to Haggerty's.....	3
Haggerty's to Hayden's.....	1
Charlottetown to McEwen's.....	8
McEwen's to West River Bridge.....	2
	73

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
Harland.....	113	27	6.7	217	352	50	286	33	10	Shelburne, N.S.	1908	Wood

TRAFFIC RETURNS.

	No. of round trips run.	No. of Passengers carried.	Barrels of Freight carried.	Live stock.	Mails Bags.	Subsidy Paid.
1913.....	273	In.....6,207 Out....6,327 Total.12,534	14,361 16,970 31,331	1,034 54 1,088	 Nil. Nil.	 \$2,500

FROUDE’S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Contract No. 22.
T. & C. File No. 13923.

Vote 179.—Steam Service between Froude’s Point and Lockeport, N.S.

1913-14.....	\$600
1914-15.....	\$600

Contractors.

The Municipal Corporation of the Town of Lockeport, N.S.

Contract Dated.

April 11, 1913. ,

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service.

Not less than 12 round trips each week, all the year round.

Ports of Call.

Lockeport, Rockland and Froude’s Point, N.S.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$600 per annum. \$300 payable on October 1, and balance upon the completion of the service.

Mails.

To be carried free

Distances.

	Miles
Lockeport to Rockland.....	2¾
Rockland to Froude's Point.....	1¼
	4

DESCRIPTION OF VESSEL EMPLOYED.

	DIMENSIONS.			TONNAGE.			Accommodation N. H. P.	Speed—Knots.	BUILD.		
	Length	Breadth	Depth.	Net.	Gross	Passenger			At	In.	Of.
D. D. Mann.....	Ft. 73	Ft. 21½	Ft. 12½	88	130	40	13	9	Shelburne, N.S.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1908.....	875	6,625	1,170	Nil.	3,768	1,800	\$600 00
1909.....	885	6,471	1,715	Nil.	4,300	1,680	\$636 66
1910.....	780	6,629	2,140	Nil.	4,880	1,690	\$600 00
1911.....	790	6,966	1,770	Nil.	4,880	1,380	\$600 00
1912.....	790	6,795	2,857	Nil.	4,880	1,380	\$600 00
1913	790	In.....4,096 Out....3,918	2,434 2,330	Nil.	2,440 2,440	690 690	\$600 00
		Total..8,014	4,764	Nil.	4,880	1,380	

GASPE BASIN AND DALHOUSIE OR CAMPBELLTON.

THE CAMPBELLTON AND GASPE STEAMSHIP CO., LTD.

Contract No. 15.

T. & C. File No. 13822.

Vote 180.—Steam service from the opening to the closing of navigation in 1914, between Gaspé Basin and Dalhousie or Campbellton.

1913-14.....	\$20,000
1914-15.....	\$20,000

Contractors.

The Campbellton & Gaspé S. S. Co., Ltd.

Date of Contract.

March 7th, 1913.

Duration of Contract.

Opening of navigation, 1913, to close of navigation, 1915.

Service.

Semiweekly, during the season of navigation: making at least 53 full round trips from Campbellton to Gaspé Basin and return in each season.

Ports of Call.

Campbellton, Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, Paspébiac, St. Godfroi, Port Daniel, L'Anse aux Gascons, Newport, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de Mal Baie, Perce, Point Peter, Douglastown and Gaspé Basin; and when there is a reasonable quantity of passengers or freight offering at Grand Greve and Grand Pabos Mills.

Subsidy.

\$20,000 per annum, payable in monthly instalments at the rate of \$377.35 per round trip. If 53 round trips are not run in each year a proportionate amount is to be deducted from the subsidy.

Government Wharfs.

Steamer must call whenever possible.

Mails.

To be carried free.

Through rates via Intercolonial Railway.

Upon the demand of the Minister of Railways and Canals the Contractors shall fix and put into effect through rates between points on their steamship line or its connections and points on the I.C.R. or its connections.

Distances.

	Miles.
Campbellton to Dalhousie.....	13
Dalhousie to Carleton.....	11
Carleton to Maria.....	10
Maria to New Richmond.....	4
New Richmond to Caplin.....	11
Caplin to Bonaventure.....	9
Bonaventure to New Carlisle.....	10
New Carlisle to Paspébiac.....	3
Paspébiac to St. Godfroi.....	8
St. Godfroi to Port Daniel.....	11
Port Daniel to Gascons... ..	4
Gascons to Newport.....	7
Newport to St. Adelaide.....	13
St. Adelaide to Grand River.....	5
Grand River to Little River East.....	4
Little River East to Cape Cove.....	5
Cape Cove to Perce.....	8
Perce to Barachois.....	6
Barachois de Mal Baie to Pt. St. Pierre.....	5
Pt. St. Pierre to Douglastown.....	12
Douglastown to Gaspé.....	11
	170

DESCRIPTION OF VESSEL EMPLOYED

Name.	DIMENSIONS			TONNAGE			Passenger Accommodation.	Crew.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Deadweight.				At	In.	Of.
Canada	Ft. 185.5	Ft. 27.2	Ft. 10.5	440	800	500	240	131	13	Kinghorn, Fife....	1892	Iron.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907†.....	53	9,260	4,013	Not stated.	Not stated.		\$13 250 00
1908*†.....	48	5,184	5,689	31	1,904	382	\$12,000 00
1909†.....	51½	4,897	4,338	41	751	81	\$12,875 00
1910†.....	50	6,086	2,231	170	93	79	\$12,500 00
1911.....	54	4,643	446	20	Nil.	Nil.	\$13,500 00
1912.....	53	4,265	1,299	234	Nil.	Nil.	\$13,250 00
1913.....	53	In.....1,717	399	86	Nil.	Nil.	\$20,000 00
		Out.....1,816	1,240	57			
		Total....3,533	1,609	143			

*Statistics for 1908 are estimated only. Actual returns could not be obtained owing to wreck of 'Lady Eileen,' and proposed winding up of Interprovincial Navigation Co.
†Service performed by Interprovincial Navigation Co.
‡Service performed by Fraserville Navigation Co.

GRAND MANAN AND THE MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

Contract No. 14.
T. & C. File 13774.

Vote 181.—Steam service between Grand Manan and the Mainland.

1913–14.....	\$10,000
1914–15.....	\$10,000

Contractors.

The Grand Manan Steamboat Company, of Grand Manan, N.B.

Date of Contract.

Feb. 17. 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service and ports of call.

From June to September, inclusive:—

(a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.

(b) One trip each week between Grand Manan and St. John, *via* and calling both ways at Campobello and Eastport.

(c) One round trip each week between Grand Manan and St. John direct.

(d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

And during the remaining eight months of the year:—

(e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

(f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.

(g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.

Subsidy.

\$10,000 per annum, payable quarterly in July, October, January and April

Mails.

To be carried free.

Government Wharfs.

Steamers must call at Government Wharves whenever possible.

Distances.

	Miles.
Grand Manan to Campobello.....	15
Campobello to Eastport.....	3
Eastport to St. John.....	45
Eastport to St. Andrew's.....	12
St. Andrew's to St. Stephen.....	18
St. John to Grand Manan.....	45
St. Stephen to Grand Manan.....	48
St. Andrew's to Grand Manan.....	30

DESCRIPTION OF STEAMER EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross	Capa- city.				At	In	Of
	Ft.	Ft.	Ft.									
Grand Manan .. .	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	\$
1907.....	138	6,524	4,407	Not stated.	Not stated.....		5,000
1908 ..	174	6,168	4,016	33	1,561	2,553	5,000
1909 ..	173	6,961	3,749	Not stated.	1,389	1,960	6,500
1910.....	174	6,919	3,636	37	1,581	2,359	7,000
1911.....	189	6,057	3,909	31	2,146	2,017	7,000
1912.....	174	7,707	4,660	25	2,295	2,000	9,250
1913 .	171½	In. 3,488	4,010	30	938	1,732	9,903 \$5
		Out 4,021	—	122	877	182	
Total.....		7,509	4,010	152	1,815	1,914	

HALIFAX AND CANSO.

HALIFAX AND CANSO STEAMSHIP CO., LTD.

Contract No. 30.
T. & C. File No. 13810.

Vote 182.—Steam service between Halifax and Canso.

1913-14.....	\$5,000
1914-15.....	\$5,000

Contractors.

The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.

Date of Contract.

March 3, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service.

Weekly, all the year around.

Ports of Call.

Guysboro, Queensport, Half Island Cove, Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton, Port Hilford and Halifax; and during the months of January and February at Port Dufferin and Moser's River.
From January 15 to March 31 a fortnightly call only need made at Guysboro', Queensport and Half Island Cove.

Capacity of Steamer.

The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

Laying off steamer.

The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

Government Wharfs.

The steamer must call whenever possible.

Subsidy.

\$5,000 per annum, payable quarterly in July, October, January and on the completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Port Hilford.....	89
Port Hilford to Beckerton.....	10
Beckerton to Isaac's Harbour.....	16
Isaac's Harbour to Whitehead.....	35
Whitehead to Canso.....	17
Canso to Queensport.....	12
Queensport to Guysboro'.....	13
	192

DESCRIPTION OF VESSELS EMPLOYED

NAME	DIMENSIONS			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed - Knots	BUILT.		
	Length	Breadth.	Depth	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
SCOTIA	137	27	9.5	268	376	2,000 brls.	100	5	10	Mahone, N.S.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	51	624	5,547	Not given.	Nil.	\$4,000
1908.....	52	1,779	{ 9,478 weight. 14,818 meas. }	52	Nil.	4,000
1909.....	50	1,691	{ 8,301 weight. 12,452 meas. }	61	Nil.	4,000
1910.....	52	1,487	20,955	30	Nil.	4,000
1911.....	49	1,481	21,177	25	Nil.	4,000
1912.....	49	1,344	21,369	25	Nil.	4,000
1913.....	51	In...1,170 Out..1,348	6,771 15,451	68 —	Nil.	4,750
		Total2,518	22,222	68		

HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS.

J. A. FARQUHAR & COMPANY.

Contract No. 11.
T. & C. File No. 13773.

Vote 183—Steam service between Halifax and Newfoundland via Cape Breton Ports.

1913-14.....	\$10,000
1914-15.....	\$10,000

Contractors.

J. A. Farquhar & Co., of Halifax, N.S.

Date of Contract.

Feb. 17, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

SESSIONAL PAPER No. 10e

Service.

Fortnightly, to continue uninterruptedly until 14 complete round trips have been performed, or until the close of navigation, should it close before 14 round trips have been performed.

Ports of Call.

Halifax, St. Peter's, Grand Narrows, Baddeck, North Sydney, South Sydney, Ingonish, Neil's Harbour and Aspy Bay in Cape Breton; and at St. Paul's Island off the North Coast of Cape Breton when the weather will permit; and at Channel, Bay St. George, Codroy, Bay of Islands and Bonne Bay, Nfld.

Contract Time.

13 days for each round trip.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$700 for each round trip; total not to exceed \$10,000; payable on September 1st and at the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to St. Peter's.....	154
St. Peter's to Grand Narrows.....	21 $\frac{1}{2}$
Grand Narrows to Baddeck.....	9 $\frac{3}{4}$
Baddeck to North Sydney.....	40
North Sydney to Sydney.....	4 $\frac{1}{2}$
Sydney to Ingonish.....	31
Ingonish to Neil's Harbour.....	11
Neil's Harbour to Aspy Bay.....	10
Aspy Bay to St. Paul's Island.....	21
St. Paul's Island to Channel.....	49
Channel to Codroy.....	27
Codroy to Bay St. George.....	55
Bay St. George to Bay of Islands.....	111
Bay of Islands to Bonne Bay.....	52
	<hr/>
	596

4 GEORGE V., A. 1914

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.							Knots		
Seal.....	175	26.6	20.5	277	607	550	20	85	11	Clyde....	1911	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips runs.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails Bags.	Subsidy Paid.
1907..	16	617	6,268	Not Given	Not given.	\$2,000
1908.....	14	681	5,375	6	14	4,000
1909.....	14	645	5,650	30	20	4,000
1910.....	15	337	8,102	31	30	4,000
1911.....	15	180	8,550	Nil.	22	4,000
1912.....	15	344	7,378	Nil.	34	10,000
1913.....	15	In.....192 Out.....208	3,657 4,506	Nil.	8 12	10,000
		Total..400	8,163		20	

From 1907 to 1910 inclusive, the service was performed by Messrs. Pickford & Black, of Halifax, N. S.

ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA TO NEWFOUNDLAND.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Weight.	Measure ment.	Value.	Weight	Measure ment.	Value.	Weight	Measure ment.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
1912.....	2,366	36	119,300	1,139	121	90,743	3,505	157	210,043
1913.....	2,926	571	203,059	473	536	34,099	3,399	1,107	237,158

SESSIONAL PAPER No. 10e

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.

Flour, paint, molasses, gasoline, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples, oats, kerosene oil, beef, pork, sugar, potatoes, oil, clothing, boots and shoes, nets, hardware, wire fencing, roofing, axes and engines.

Of United States and Foreign Origin.

Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes, feed, whiskey, sugar, tea, salt, gasoline, engines, bananas, oranges and raisins.

HALIFAX AND LAHAVE RIVER PORTS.

ESTATE OF THE LATE ABRAHAM ERNST.

Contract No. 67.
T. & C. File 13944.

Vote 187. Steam service between Halifax, Mahone Bay, Tancook Island and LaHave River Ports.

1913-14	\$4,100
1914-15	4,000

Contractor.

The Estate of the late Abraham Ernst, of Mahone Bay, N.S.

Date of Contract.

April 18, 1913.

Duration of Contract.

April, 1913 to March 31, 1914.

Service and Ports of Call.

(a) Leaving Halifax every Wednesday morning, calling at Tancook, Mahone Bay, LaHave and Riverport, and returning direct to Halifax from LaHave and Riverport every Thursday morning.

(b) Leaving Halifax every Saturday morning, calling at LaHave, Riverport, Park's Creek, West LaHave Ferry and Conquerall Bank, and returning to Halifax every Monday morning, calling at the before mentioned ports, and also at Tancook.

During the winter months, when Mahone Bay and the LaHave River are frozen over, calls at Mahone Bay, West LaHave, Park's Creek and Conquerall Bank may be omitted. The steamer performing the service may be taken off for a period not exceeding two weeks in each year for refitting, etc.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$4,000 per annum, payable in quarterly instalments in July, October, January and April.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Tancook.....	42
“ Mahone Bay.....	52
“ LaHave.....	52
“ Riverport.....	52
“ West LaHave.....	56
“ Conquerall Bank.....	60

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breath.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Kinburn.....	114	23·5	10·5	79	168		40	28	10	Mahone Bay, N.S.	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911.....	37	247	2,270	Nil.	Nil.	\$759
1912.....	43	410	360	12	Nil.	\$583.33
1913..	88	In.. 250	1,500			
		Out.. 276	4,400	Nil.	Nil.	\$4564.40
		Total....526	5,900			

During 1911 a service was performed between Mahone Bay and Tancook Island only. In April and May, 1912, the service was extended to Halifax, and on June 1st, 1912, to LaHave River ports.

SESSIONAL PAPER No. 10e

HALIFAX AND SPRY BAY.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LTD.

Contract No. 55.

T. & C. File No. 13775.

Vote 185. Steam service between Halifax and Spry Bay.

1913-14.....	\$2,000
1914-15.....	2,000

Contractors.

Halifax and Sheet Harbour Steamship Company, Ltd., of Halifax, N.S.

Date of Contract.

Feb. 17, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service.

Weekly, all the year round.

Ports of Call.

Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island and Spry Bay; as well as other ports or places between the above terminal ports that may be required by the Minister.

The call at Pope's Harbour is at the discretion of the contractors.

Subsidy.

\$2,000 per annum, payable in two equal instalments, one in October and the other upon the completion of the service.

Government Wharfs.

Steamer must call whenever possible.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Jeddore.....	55
Jeddore to Owl's Head.....	15
Owl's Head to Tangier.....	10
Tangier to Pope's Harbour.....	10
Pope's Harbour to Ship Harbour.....	10
Ship Harbour to Sheet Harbour.....	20
Sheet Harbour to Sober Island.....	20
	<hr/>
	120

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length	Breadth	Depth	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Margaret.....	92	19	9	160	195	175	90	27	10½	Sheet H'bour.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid
						\$
1907.....	50	2,186	4,500	Nil.	Nil.	1,250
1908.....	52	1,935	3,470	Nil.	Nil.	2,500
1909.....	51	2,226	3,710	Nil.	Nil.	2,500
1910.....	52	2,774	3,975	Nil.	Nil.	2,500
1911.....	48	2,911	4,695	Nil.	Nil.	2,307 69
1912.....	52	3,138	7,380	Nil.	Nil.	2,500
1913.....	50	In... 1,740 Out... 1,504	3,320 4,110	Nil.	Nil.	2,153 84
		Total.. 3,244	7,430			

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS.

HALIFAX AND GLACE BAY STEAMSHIP CO., LTD.

Contract No. 66.
T. & C. File No. 13790.

Vote 186.—*Steam service between Halifax, South Cape Breton and Bras d'Or Lake Ports.*

1913-14.....	\$4,000
1914-15.....	4,000

Contractors.

The Halifax and Glace Bay Steamship Company, Ltd., of Halifax, N.S.

Date of Contract.

Feb. 24, 1913.

SESSIONAL PAPER No. 10e

Duration of Contract.

From the opening to the close of navigation in 1913.

Service and ports of call.

A round trip, every ten days from Halifax to Sydney through the Bras d'Or Lakes, calling at St. Peter's, Grand Narrows, Iona and Baddeck; returning from Sydney to Halifax, calling at North Sydney, Glace Bay, Port Morien, Main-a-dieu, Louisburg and Gabarous; and three trips during the season shall be made to East Bay, calling each way at Johnston's Harbour, Irish Cove, Big Pond and Castle Bay. The calls at Main-a-dieu shall be made weather permitting.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$4,000 per annum, payable in July, September, November and at the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to St. Peter's.....	145
St. Peter's to Grand Narrows.....	20
Grand Narrows to Iona.....	1
Iona to Baddeck.....	10
Baddeck to Pt. Bevis.....	9
Pt. Bevis to Boularderie.....	3
Boularderie to Boularderie Centre.....	5
Boularderie Centre to Big Bras d'Or.....	6
Big Bras d'Or to New Campbellton.....	1
New Campbellton to North Sydney.....	15
North Sydney to Sydney.....	5
Sydney to Glace Bay.....	21
Glace Bay to Port Morien.....	15
Port Morien to Main-a-dieu.....	14
Main-a-dieu to Louisburg.....	16
Louisburg to Gabarous.....	14
	<hr/>
	300

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.		N.H. Speed P.	BUILT.		
	Lenght.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st class.	2nd class.		At	In	Of
	Ft.	Ft.	Ft.							Knots		
Scotsburn.....	135	23	8.5	92	187	225	40	10	30	10	Mahone...	1910 Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$
1911.....	25	148	7,556	Nil.	Nil.	3,800
1912.....	21	21	4,985	Nil.	Nil.	3,200
1913.....	21	In 7 Out....Nil.	1,455 3,475	Nil.	Nil.	3,500
		Total....7	4,930			

HALIFAX AND WEST COAST CAPE BRETON.

THE HALIFAX AND INVERNESS S. S. CO., LTD.

Contract No. 70.
T. & C. File No. 13788.

Vote 187. *Steam service between Halifax and West Coast of Cape Breton, calling at way ports.*

1913-14.....	\$2,000
1914-15.....	2,000

Contractors.

The Halifax and Inverness S. S. Co., Ltd., of Halifax, N.S.

Date of Contract.

Feb. 24, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

SESSIONAL PAPER No. 10e

Service.

Weekly.

Ports of Call.

Halifax, Port Mulgrave, Port Hastings, Port Hood, Mabou, Grand Etang, Cheticamp, and Eastern Harbour, calling once every two weeks at Havre au Bouche and Margaree.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$2,000 per annum, payable in instalments of \$1,000 on July 1 and on completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Mulgrave.....	150
Mulgrave to Hawkesbury.....	1
Hawkesbury to Hastings.....	3
Hastings to Havre au Bouche.....	7
Havre au Bouche to Port Hood.....	20
Port Hood to Mabou.....	10
Mabou to Margaree.....	31
Margaree to Grand Etang.....	8
Grand Etang to Eastern Harbour.....	9
Eastern Harbour to Pleasant Bay.....	15
	254

DESCRIPTION OF VESSEL EMPLOYED

Name	DIMENSIONS.			TONNAGE.			Capa- city.	N. H.P.	Speed knots.	BUILT.		
	Length Feet.	Breadth. Feet.	Depth. Feet.	Net. Feet.	Net.	Gross				At	In	Of
Strathlorne	116	20.2	9	81	135	180	40	21	9	Mahone	1909	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$
1911.....	30	35	7,864	Nil.	Nil.	1,714 29
1912.....	27	8	6,580	Nil.	Nil.	1,444 44
1913.....	27	In .	.....1,170..			1,500 00
		Out....Nil .	.....3,950..	.... Nil.	Nil.	
		Total..Nil.	.....5,120..			

HALIFAX AND SHERBROOKE.

W. J. MURDOCK.

Contract No. 74.
T. & C. File No. 13,960.

Vote 188. Steam service between Halifax and Sherbrooke.

1913-14.....	\$2,000
1914-15.....	2,000

Contractor.

W. J. Murdoch, of Sherbrooke, N.S.

Date of Contract.

April 25, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service.

Weekly.

Ports of Call.

Halifax, Port Dufferin, Moser River, Ecum Secum, Marie Joseph, Liscomb, Sonora and Sherbrooke.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$2,000 per annum ; payable on Oct. 1st, and on the completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Port Dufferin....	63
“ Moser River..	74
“ Ecum Secum....	80
“ Marie Joseph....	85
“ Liscomb.....	94
“ Sonora.....	103
“ Sherbrooke...	110

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		N. H. S. P.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.		At	In	Of
	Ft.	Ft.	Ft.						Knots			
Dufferin.....	108	25	8 6	90	210		35	15	9	Shelburne, N.S.	1887	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1913	29	In....1,319	850			
		Out....1,517	650	Nil.	Nil.	\$1,000 to Sep. 30th, 1913
		Total..2,836	1,500	Nil.	Nil.	Final claim not paid yet.

KENORA AND FORT FRANCES.

THE RAINY RIVER NAVIGATION CO., LTD.

Contract No. 48.
T. & C. File No. 14059.

Vote 189.—Steam service from the opening to the closing of navigation between Kenora and Fort Frances.

1913-14.....	\$8,000
1914-15....	8,000

Contractors.

The Rainy River Navigation Co., Ltd.

Date of Contract.

June 9, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

Service.

Tri-weekly.

Ports of Call.

Kenora, Keewatin, Rainy River, Emo and Fort Frances, and other way ports, including ports in the United States, at the contractor's option.

Government Wharfs.

The steamers must call whenever possible.

Subsidy.

\$8,000, payable in such instalments as may have been earned upon August 1st and upon the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Kenora to Rainy River.....	100
Rainy River to Pinewood.....	12
Pinewood to Boucherville.....	15
Boucherville to Barwick.....	6
Barwick to Emo.....	5
Emo to Big Fork.....	22
Big Fork to Fort Frances.....	20
	180

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		N. H. P.	Speed. Knots.	BUILT.*		
	Length Feet.	Breadth Feet.	Depth. Feet.	Net.	Gross.	Capacity.	1st class.	2nd class.			At	In.	Of.
Agwinde.....	105	22.5	4	143	307	150	60	65	6½	9	Kenora	1900	Wood
Keenora.....	119.7	28	8.3	268	486	300	100	300	39	11	Kenora.....	1897	Steel.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of freight carried.	Live Stock	MAILS.		Subsidy Paid
					Loose Bags	Tied Sacks.	
1911.....	51	1455	171	Nil.	102	Nil.	\$4999.33
1912.....	No service was run under contract						
1913.....	53	In....3227	185	15	58	Nil.	\$5000.00
		Cut...3101	482	20	58		
		Total.6328	667	35	116		

MAINLAND AND MAGDALEN ISLANDS.

WILLIAM MCLURE.

Contract No. 12.
T. & C. File No. 14119.

*Vote 199—Steam service from the opening to the closing of navigation in 1914
between the mainland and the Magdalen Islands.*

1913-14.....	\$15,000
1914-15.....	15,000

Contractor.

William McLure, of Pictou, N.S.

Date of Contract.

March 10, 1909.

Duration of Contract.

From the opening of navigation in 1909 to the close of navigation in 1913.

Service.

Semi-weekly until the closing of navigation at Pictou each year. From such closing of navigation the service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the Minister may approve, until the closing of navigation at the Magdalen Islands. Calls at Grand Entry need not be made after the end of September in each year.

Ports of Call.

Pictou, Souris, Amherst Island, Point Basse and Grindstone Island, calling at Etang du Nord and Grand Entry once each week; such weekly calls to be

4 GEORGE V., A. 1914

made on alternate trips; calling once each month during June, July, August and September at Bryan Island. Whenever the weather will not permit of the landing of mails and cargo at Etang du Nord, the mails for House Harbour and Etang du Nord shall be landed at Grindstone Island, and the steamer shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return. Calls shall also be made at such other ports or places as the Minister may from time to time direct.

Freight Rates.

A schedule of freight rates is attached to and forms part of the contract.

Subsidy.

\$15,000 per annum, payable in July and October, and on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Pictou to Souris.....	50
Souris to Etang du Nord.....	76
Etang du Nord to Amherst.....	33
Amherst to Grindstone.....	9
Grindstone to Pointe Basse.....	4
Pointe Basse to Grand Entry.....	15
	187
Etang du Nord to Bryan Island.....	50

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H. P.	BUILT.			
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			Speed	At	In.	Of.
	Ft.	Ft.	Ft.						Knots			
Lady Sybil.....	165	28.1	18.7	352	676	415	65	173	12½	Greenock	1908	Steel

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
*1907	58	880	5,900	Not given.	Not given.		\$15,000
*1908	61	1,357	4,472	18	2,952	N.A.	15,000
1909	62	1,168	1,419	711	3,027	169	12,000
1910	70	1,394	6,048	1,109	2,932	340	15,000
1911	61	1,416	6,173	1,269	2,551	308	15,000
1912	64	1,109	7,433	508	2,875	880	14,807 70
1913	68	In... 358	1,705	705	1,626	105	15,000 00
		Out....284	5,200	22	1,883	574	
		Total..642	6,905	727	3,509	482	

*The service during these years was performed by the Magdalen Islands Steamship Co., of Halifax, N.S.

MULGRAVE AND CANSO.

HUGH CANN & SON.

Contract No. 53.
T. & C. File 13820.

Vote 191—Steam service between Mulgrave and Canso.

1913-14.....	\$6,500
1914-15.....	6,500

Contractors.

Hugh Cann & Son, Ltd., of Yarmouth, N. S.

Date of Contract.

March 4, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

4 GEORGE V., A. 1914

Service.

Daily (Sundays excepted).

Ports of Call.

Port Mulgrave and Canso, N.S.

Withdrawal for Repairs.

The steamer "*R. G. Cann*" may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be run on alternate days by the "*Malcolm Cann*", or other steamer approved by the Minister.

Wind and Ice.

In the event of any trip or trips being missed on account of wind or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$6,500 per annum, payable in quarterly instalments in July, October, and January, and upon the completion of the service.

One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter, in sufficient time to permit of the transfer of passengers, mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to ice, fog or snowstorms.

Mails.

To be carried free.

Distance.

Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.				Passenger Accommodation.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	At				In.	Of.	
	Ft.	Ft.	Ft.			Not stated							
Robert G. Cann.	119	24.6	9.4	111	265		100	42	11	Shelburne, N.S.	1911	Wood	
Malcolm Cann	112	20.1	10.8	78	212	"	86	53	11	Lockeport, N.S.	1898	Wood	

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid
1907.	*280	2,535	2,665	Not stated.	Not stated.	\$2,000 00
1908	286	2,849	2,332	Nil.	777	4,000 00
1909	278	2,794	2,639	Nil.	1,905	4,000 00
1910	282	3,148	3,095	Nil.	2,128	4,000 00
1911	334	3,370	4,647	Nil.	1,839	4 256 41
1912	302]	3,529	3,281	Nil.	2,792	6,000 00
1913	302	{In...1,760 Out...1,817	1,524 2,485	Nil. Nil.	3,282	6,250 00
		Total...3,577	4,009			

*Estimated.

MULGRAVE AND GUYSBORO.

HUGH CANN AND SON.

Contract No. 54.
T. & C. File No. 13821.

Vote 192—Steam service between Mulgrave and Guysboro, calling at intermediate ports.

1913-14.	85,500
1914-15.	5,500

Contractors.

Hugh Cann and Son, of Yarmouth, N.S.

Date of Contract.

March 4, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service.

Daily (except Sundays).

Ports of Call.

Port Mulgrave and Guysboro, calling once or twice each day at Queensport, according to the direction of the Minister and extending the trips three times each week, during the season of open navigation, to the port of Boylston.

Repairs.

The steamer may be withdrawn one month during each year for repairs, &c. During such withdrawal the service shall be run on alternate days by the steamer *Robert G. Cann*, or other steamer approved by the Minister.

Wind or Ice.

If any trip or trips are missed on account of wind or ice, no deduction may be made from the subsidy otherwise payable for the trip so missed.

Subsidy.

\$5,500 per annum, payable quarterly, in July, October, January and April. One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to ice, fog or snowstorms.

Mails.

To be carried free.

Distances.

	Miles.
Guysboro to Mulgrave (via Queensport)	29½
Mulgrave to Guysboro' (direct).....	25
Guysboro to Boylston	5

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Malcolm Cann..	112	29.1	10.8	78	212	Not stated.	86	53	11	Lockeport, N.S.	1898	Wood

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	*276	3,202	785	Not stated.	Not stated.	\$2,500
1908.....	265	3,099	1,576	32	581	5,000
1909	279	3,129	1,166	Nil.	980	4,000
1910	324	3,509	1,449	Nil.	981	5,000
1911	292	4,081	1,376	Nil.	1,145	5,400 84
1912	298}	In 1,919 Out 2,246	770 441	Nil.	1,425	6,000
		Total 4,165	1,211			
1913.....	244}	In 1,910 Out 2,156	1,413 573	Nil.	2,215	5,110 58
		Total 4,066	2,022			

*Estimated.

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP COMPANY.

Contract No. 26.
T. & C. File 13910.

Vote 193. Steam service from the opening to the closing of navigation in 1914 between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes.

1913-14.....	\$6,000
1914-15.....	\$6,000

Contractors.

The Richmond Steamship Company, of Sydney, N.S.

Date of Contract.

April 7, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

4 GEORGE V., A. 1914

Service and Ports of Call.

Two full round trips each week between Port Mulgrave, Poulamond, Grandique, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$6,000 per annum, payable in July, October, December and at the close of the service.

Distances.

	Miles.
Grand Narrows to Marble Mountain.....	18
“ West Bay.....	31
“ Irish Cove.....	11
“ Johnston's Harbour.....	19
“ St. Peter's.....	31
“ Grandique.....	44
“ Mulgrave.....	65

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			No. of Passengers Carried.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Richmond.	112.5	18	8.25	105	162	75	100	21	9	Sydney.....	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock Carried.	Mails.	Subsidy Paid.
1907		1,320	650	Not stated.	Not stated.	\$6,000
1908	145	2,100	772	Nil.	Nil.	6,000
1909	153	2,290	554	Nil.	Nil.	6,000
1910	156	2,200	425	Nil.	Nil.	6,000
1911	204	1,970	515	6	Nil.	6,000
1912	214	2,274	735	28	Nil.	6,000
1913	245	In 1,205	480	30	Nil.	5,920 50
		Out 975	194	5		
		Total..2,180	674	35		

SESSIONAL PAPER No. 10e

PICTOU, MULGRAVE AND CHETICAMP.

W. A. BEATTIE.

Contract No. 16.

T. & C. File No. 13880.

Vote 194.—Steam service from the opening to the closing of navigation in 1914 between Pictou, Mulgrave and Cheticamp.

1913-14.....	\$7,500
1914-15.....	\$7,500

Contractor.

W. A. Beattie, of Pictou, N.S.

Date of Contract.

March 29, 1913.

Duration of Contract.

From the opening to the close of navigation, 1913.

Service and Ports of Call.

(a) One round trip every fortnight between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point; and

(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Margaree Harbour, Grand Etang, Eastern Harbour and Big Pond; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the Minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the Minister may require.

Regular bi-weekly connections are to be maintained with the Intercolonial Railway at Mulgrave, and the Plant Line steamers at Hawkesbury.

Subsidy.

\$7,000 payable in equal instalments on the first days of July and October and on the completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
Pictou to Arisaig.....	24
Arisaig to Malignant Cove.....	5
Malignant Cove to Georgeville.....	5
Georgeville to Livingstone.....	4
Livingstone to Ballantyne.....	10
Ballantyne to Morristown.....	10
Morristown to Mulgrave.....	27
Mulgrave to Hawkesbury....	2
Hawkesbury to Hastings.....	3
Hastings to Port Hood.....	27
Port Hood to Mabou Mouth.....	8
Mabou Mouth to Port Bain.....	15
Port Bain to Inverness.....	5
Inverness to Red Cape.....	5
Red Cape to Margaree.....	11
Margaree to Grand Etang.....	10
Grand Etang to Cheticamp.....	10
Cheticamp to Pleasant Bay.....	19
	200

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
City of Ghent..	135·9	20·4	9·7	119	198	200	90	40	8½	Great Grimsby, G.B.	1871	Iron.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Number of Live Stock.	Bags of Mail.	Subsidy Paid.
			Weight. Tons.	Measure-ment.			
							\$
1907	24	181	670	Nil.	Not given.	Not given.	1,368
1908	31	282	1,857	776	248	Nil.	2,000
1909	32	198	1,289	Nil.	678	Nil.	2,000
1910	36	247	1,361	Nil.	927	Nil.	2,000
1911.....	26½	326	1,387	382	Nil.	Nil.	2,096 50
1912.....	86	715	3,609	Nil.	998	Nil.	6,718 75
1913.....	84	In 471 Out 433	1054 1633	Nil.	231 26	Nil.	7000.00
		Total 904	2687		257		

Traffic returns shown above from 1907 to 1911 inclusive are for Pictou-Cheticamp service only (123 miles), from Pictou to Port Hood, Mabou, Port Bain, Inverness, Red Cape, Margaree, Big Pond and Cheticamp.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LTD.

Contract No. 49.
T. & C. File 13984.

Vote 195 — Steam service between Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay.

1913-14.....	\$2,500
1914-15.....	\$2,500

Contractors.

The Miramichi Steam Navigation Company, Ltd., of Chatham, N.B.

Date of Contract.

May 6, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

Service and Ports of Call.

On Mondays, Wednesdays and Fridays. From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.

On Tuesdays, Thursdays and Saturdays. From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Bay du Vin, Church Point and Neguac.

The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharves at the respective points.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$2,500, payable in two equal instalments, on September 1 and on the completion of the contract.

Mails.

To be carried free.

Distances.

	Miles.
Newcastle to Chatham.....	5
Chatham to Loggieville.....	5
Loggieville to Oak Point.....	7
Oak Point to Burnt Church.....	9
Burnt Church to Bay du Vin.....	10
Burnt Church to Escuminac.....	13
Escuminac to Neguac.....	17
	<hr/> 66

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Lenght.	Breadth	Depth.	Net.	Gross	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Alexandra....	97	24.5	9	136	200	50	400	38	10	Chatham	1902	Wood.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Sacks of Mail.	Subsidy Paid.
						\$
1907.....	170	2,000	1,500	Not given.	Not given.	1,500
1908.....	170	7,500	1,300	14	625	1,500
1909.....	162	7,050	1,475	34	702	2,000
1910.....	174	8,296	1,510	29	574	2,000
1911.....	166	7,004	1,445	45	493	2,500
1912.....	175	7,314	1,764	23	552	2,500
1913.....	189	In 4,114	29	46	325	2,500
		Out 4,114	1,567	10	222	
		Total 8,228	1,960	55	557	

PELEE ISLAND AND THE MAINLAND.

PELEE AND LAKE ERIE NAVIGATION COMPANY, LTD.

Contract No. 52.
T. & C. File 13936.

Vote 196. Steam service between Pelee Island and the Mainland.

1913-14.....	\$5,000
1914-15.....	\$5,000

Contractors.

The Pelee and Lake Erie Navigation Co., Ltd., of Pelee Island.

Date of Contract.

April 15, 1913.

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service and Ports of Call.

Four round trips each week, weather permitting, between Pelee Island and Kingsville and Leamington; and one additional trip each week, weather permitting, between Pelee Island and Windsor, Ont.

During closed navigation the service is to be continued by land or other carriage as circumstances may require.

Tariff Rates.

Passenger rate for the return trip between Pelee Island and Kingsville or Leamington or *vice versa*, \$1; and for the return trip between Pelee Island and Windsor or *vice versa*, \$1.50.

Freight rates are to be the same as those contained in a schedule attached to the contract.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$5,000, payable as follows; \$2,000 on each of the last days of July and November, and \$1,000 on March 31, 1914.

Mails.

Are to be carried twice per week during open navigation, and, once per week during closed navigation between the post offices of Pelee Island, Pelee Island South, Grove Avenue and Scudder, and such post offices on the mainland as may be designated by the Postmaster General.

Distances.

	Miles.
Kingsville to Leamington.....	8
Leamington to Pelee Island.....	16
Pelee Island to Windsor.....	53
Total.....	77

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Ac- commodation.	H.N.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross	Capa- city.				At	In	Of
	Ft.	Ft.	Ft.									
Alfred Clarke.....	110	22.2	8.6	147	229	.....	270	11	10	Saugatuck Mich.	1887	Wood.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers. Number.	Freight. — Tons.	Live Stock.	MAILS.		Subsidy Paid.
					Bags.	Sacks.	
							\$
1907* ..		2,671	2,730	Nil.	Not stated.	Not stated.	1,500
1908*, Jan. 1 to June 30.....		624	5,540	150	150	117	375
1909.....		2,015	358	555	348	24	4,000
1910 ..	180	5,002	12,718	1,231	1,016	215	4,000
1911 ..	211	4,360	†1,244	732	1,220	383	5,000
1912.....	184	5,300	3,667	447	977	392	5,000
1913.....	185	In...3,094 Out. 3,073	††1,087 2,920	68 592	842 591	708 Nil.	5,000
		Total 6,167	4,007	660	1,431	708	

*Service performed by T. J. Stockwell, Leamington, Ont. During the latter part of 1908 the Clitham Navigation Co. performed this service.
†222 M. ft. lumber and 154 M shingles were also carried.
‡279 M. ft. lumber were also carried
††147 M. ft. lumber were also carried

SCHEDULE OF FREIGHT RATES.

	Kingsville and Leamington.		Windsor.	
	\$	cts.	\$	cts.
Grain and potatoes, per cwt., car lots	0	06	0	08
Single bags up to fifty per cwt.....	0	07	0	09
Fruit in baskets, per cwt.....	0	20	0	20
Wine, per bbl.....	0	50	0	50
Oil, per bbl.....	0	50	0	50
Salt and flour, per bbl.....	0	25	0	25
Minimum charge on one parcel.....	0	15	0	15
Any one animal, horse or cattle.....	1	50	1	50
Any two animals, horse or cattle	3	00	3	00
Any three animals, horse or cattle...	4	50	4	50
Any additional animal over three....	1	25	1	25
Hogs and sheep up to ten, each.....	0	40	0	40
Hogs and sheep over ten, each.....	0	35	0	35
Groceries and hardware, per cwt.....	0	15	0	15
Lumber, per M ft. up to 5 M. ft.....	2	00	2	00
After 5 M. ft.....	1	50	1	50
Shingles per M	0	25	0	25
Lath, per M.....	0	35	0	35
Gristing, per bag, return.....	0	10	0	10
Tobacco, per cwt.....	0	20	0	20
Buggies, set up, each.....	1	00	1	00
Buggies, crated, each.....	1	50	1	50
Coal, per ton.....	1	00	1	00

4 GEORGE V., A. 1914

PETIT DE GRAT AND INTERCOLONIAL RAILWAY TERMINUS
AT MULGRAVE.

WILLIAM G. LESLIE.

Contract No. 20.
T. & C. File No. 14025.

*Vote 197.—Steam service between Petit de Grat and Intercolonial Railway Terminus
at Mulgrave.*

1913-14.....	\$6,000
1914-15.....	\$6,000

Contractor.

William G. Leslie, of Grindstone, Magdalen Islands.

Date of Contract.

May 19, 1913.

Duration of Contract.

April, 1913, to March 31, 1914.

Service and Ports of Call.

One full trip each way daily (Sundays excepted) between Petit de Grat, Arichat and Mulgrave, calling on all trips both going and coming at West Arichat, and once each week at Correto's Factory, Cape Auget, on trips from Arichat to Mulgrave.

Wind and Ice.

In the event of any trip or trips being missed on account of wind or ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$6,000 payable quarterly in July, October, January and April.

Repairs.

The steamer may be laid off twice in the year, if necessary, for repairs and other overhauling, such period not to exceed two weeks during the continuance of this contract.

SESSIONAL PAPER No. 10e

Distances.

	Miles.
Petit de Grat to Arichat.....	8
Arichat to West Arichat.....	7
West Arichat to Mulgrave.....	18
	<hr/> 33

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS			TONNAGE			Passenger Accommodation.	H.P.	Speed—Knots.	BUILD.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Magdalen	98.6	21.6	8.8	91	134	150	18	28	10	Shelburne, N.S....	1906	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Sacks.	Subsidy Paid.
						\$ cts.
1907	283	1,972	852	Not stated.	Not stated.	3,000 00
1908	275	1,950	800	Nil.	Nil.	3,000 00
1909.....	253	1,989	874	5	570	3,000 00
1910.....	305	1,978	726	Nil.	1,698	3,000 00
1911.....	264	2,167	952	Nil.	1,583	3,257 71
Jan. 1 to May 4, 1912	96½	747	285	121	236	472 22
May 13 to Dec. 31, 1912	190½	2,361	673	Nil.	1,401	3,149 04
1913.	281½	In 1,603 Out 1,557	888 182	2 Nil.	1,772 900	5,588 60
		Total 3,160	1,070	2	2,672	

From 1907 to May 4, 1912, the service was performed by Messrs. Hugh Carr & Son, of Yarmouth, N.S.

4 GEORGE V., A. 1914

PETITCODIAC RIVER, MONCTON, WAY PORTS, AND A PORT OR PORTS IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION CO., LTD.

Contract No. 47.
T. & C. File No. 13975.

Vote: 198—Steam Service on the Petitcodiac River between Moncton and way ports and a port or ports on the west coast of Cumberland County.

1913-14.....	\$2,000
1914-15.....	\$2,000

Contractors.

The Shepody Navigation Company, Ltd., of Moncton, N.B.

Date of Contract.

May 3, 1913.

Duration of Contract.

From the opening to the close of navigation, 1913.

Service and Ports of Call.

Tri-weekly trips between Moncton and Hillsboro', Edgett's Landing and Hopewell Cape; and weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., and Joggins, N.S., such weekly trips to extend every second week to Shulee, N.S.

Government Wharfs.

Steamers must call whenever possible.

Subsidy.

\$2,000; one half payable on July 1 and the remainder on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Moncton to Hillsboro'.....	15
“ Edgett's.....	18
“ Hopewell Cape.....	22
“ Hopewell Hill.....	31
“ Harvey.....	32
“ Riverside.....	34
“ Shulee.....	37
“ Joggins.....	39
“ R. Hebert.....	51

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

NAME	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. P. H.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	ft.	ft.	ft.									
Wilfrid C.....	80	18	8	48	99	680 brls.	125	16	12	Yarmouth, N.S.	1897	Wm. C.

TRAFFIC RETURNS

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid
1907.....	98†	1,445	2,786	Not stated.	Not stated.	*\$2,500
1908.....	98†	1,060	2,415	2	Nil.	2,000
1909.....	99	872	1,880	Nil.	Nil.	2,000
1910.....	98	1,705	1,905	Nil.	Nil.	2,000
1911.....	99	1,004	826	Nil.	Nil.	2,000
1912.....	98	711	1,486	Nil.	Nil.	2,000
1913	97	In 426 Out 358	433 1,041	Nil.	Nil.	2,000
		Total 784	1,474			

*Including part of subsidy for previous year. †Estimated.

PICTOU AND MONTAGUE.

THREE RIVERS STEAMSHIP COMPANY.

Contract No. 19.

T. & C. File No. 13951.

Vote 199—Steam service between Pictou and Montague, calling at Murray Harbour and Georgetown.

1913-14.....	\$6,000
1914-15.....	\$6,000

Contractors.

The Three Rivers Steamship Company, of Charlottetown, P.E.I.

Date of Contract.

April 30, 1913.

4 GEORGE V., A. 1914

Duration of Contract.

From the opening to the close of navigation in 1913.

Service and Ports of Call.

- (1) Until April 30, 1913:
 (a) Two round trips each week, sailing from Montague, calling at Georgetown and Murray Harbour in Prince Edward Island, and Pictou, N.S., returning to Murray Harbour, Georgetown and Montague.
 (b) One round trip each week, sailing from Montague to Charlottetown, calling each way at Georgetown and Murray Harbour.
 (2) From the first week in May, 1913:
 (a) Three round trips each week, sailing from Montague, calling at Georgetown and Murray Harbour, P.E.I., and Pictou, N.S., returning to Murray Harbour, Georgetown and Montague;
 (b) Making a weekly call at Cardigan and Newport.

Subsidy.

\$6,000 per annum, payable in three equal instalments in July, September and at the close of navigation.

Mails.

To be carried free.

Government Wharfs.

Steamer must call whenever possible.

Distances.

	Miles.
Montague to Georgetown.....	6
Georgetown to Murray Harbour.....	30
Murray Harbour to Pictou.....	35
	<hr/> 71
Montague to Georgetown.....	6
Georgetown to Murray Harbour.....	30
Murray Harbour to Charlottetown.....	55
	<hr/> 91

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			At	In	Of
	Ft.	Ft.	Ft.								
Enterprise.....	120	25	8.5	98	210	100	100	42	Shelburne, N.S....	1907	Wood

Speed, 11 knots.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried	Bags of Mail	Subsidy Paid.
						\$
1907	76	1,320	2,464	Not stated	Not stated	2,400
1908	98	1,366	3,376	137	313	6,000
1909.....	101	1,523	3,410	826	290	6,000
1910	106	1,525	3,416	634	817	6,000
1911	96	1,709	3,755	362	263	6,000
1912	98	1,730	5,634	409	303	6,000
1913	111	In 970 Out 1,162	2,235 2,550	20 222	217 240	6,000
		Total 2,132	4,785	242	457	

PICTOU, NEW GLASGOW AND ANTIGONISH COUNTY PORTS.

A. J. McDONALD.

Contract No. 75.

T. & C. File No. 13894.

Vote 200. Schooner service between Pictou and New Glasgow and Antigonish County Ports.

1913-14.....	\$500
1914-15	500

Contractor.

Alexander John McDonald, of Arisaig, N.S.

Date of Contract.

May 6, 1913.

Duration of Contract.

From the first week of May until the close of navigation in 1913.

Service and Ports of Call.

Two round trips each week from New Glasgow in the County of Pictou to Morristown Wharf in the County of Antigonish, calling each way at Pictou, Lismore, McAra's Brook, Arisaig, Malignant Cove, Georgeville, Livingston Cove and Ballantyne Cove.

Government Wharfs.

Vessel must call whenever possible.

Subsidy.

\$500, of which \$250 are payable on August 1st, and the balance upon the completion of the service.

Distances.

	Miles.
New Glasgow to Pictou.....	9
Pictou to Lismore.....	17
Lismore to McAra's Brook.....	3
McAra's Brook to Arisaig.....	3
Arisaig to Malignant Cove.....	4
Malignant Cove to Georgeville.....	4
Georgeville to Livingston Cove.....	4
Livingston Cove to Ballantyne Cove.....	6
Ballantyne Cove to Morristown.....	7
	<hr/> 57 <hr/>

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.		Speed.		Built.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	N.H.P.	knots.	At	In.	of.
Helen and Hilda	45	13.3	6.6	16	26	16	7	Shelburne, N.S.	1908	Wood

This vessel is a schooner, fitted with an auxiliary gasoline engine.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mails.	Subsidy paid.
1913.....	42	In.....11 Out.....12	130 342	Nil.	Nil.	\$500
		Total.....23	472			

SESSIONAL PAPER No. 10e

PRINCE EDWARD ISLAND, CAPE BRETON AND NEWFOUNDLAND.

DOMINION COAL CO., LTD.

Contract No. 36.

T. & C. File 13982.

Vote 201. Steam service between Prince Edward Island and Cape Breton and Newfoundland.

1913-14.....	\$16,500
1914-15.....	\$16,500

Contractors.

The Dominion Coal Company, Ltd., of Glace Bay, C.B.

Date of Contract.

May 6, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

Service and Ports of Call.

The steamers *City of Sydney* (formerly the *Roseland*) and *Moncton* (formerly the *Ardco*), running on the route between Montreal and St. John's Nfld., will perform a regular service from Charlottetown, P.E.I., to St. John's as follows:

- (a) From June to September, inclusive, sailing from Charlottetown every seven days, weather permitting.
- (b) During the remainder of the season of navigation sailing from Charlottetown every ten days, weather permitting.
- (c) On all eastbound trips from Montreal calling at Summerside and Charlottetown, P.E.I., and North Sydney and Sydney, N.S., and upon all westbound trips at Sydney, N.S.
- (d) Calls at Summerside and North Sydney are conditional upon there being sufficient depth of water and a reasonable amount of freight offering at these ports.

Government Wharfs.

Steamers must call whenever possible.

Freight Space.

Reasonable space for all classes of freight shall be reserved for all the ports of call. Upon the recommendation of the Board of Trade of Summerside or Charlottetown the Minister may require the contractors to supply additional tonnage for the transportation of freight from the said ports to Cape Breton or Newfoundland, and the contractors shall supply such additional tonnage.

Subsidy.

\$16,500, payable on July 1, September 1, and on the completion of the service.

Mails.

To be carried free.

Canadian Trade Commissioners.

To be carried free.

Distances.

	Miles.
Montreal to Charlottetown.....	750
Charlottetown to Sydney.....	220
Sydney to St. John's.....	400
	<hr/> 1,370

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			N. H. P.	Speed, Knots.	PASSENGER ACCOMMODATION.		Refrigerator Space.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			1st Class.	2nd Class.		At	In.	Of.
City of Sydney.	Feet. 300	Feet. 41	Feet. 21.5	1,634	2,568	3,000	319	11	100	45	Nil.	Newcastle..	1890	Steel.
Morwenna	260	34.2	15.7	765	1,414	1,600	234	12½	60	28	Nil.	Dundee.....	1904	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Subsidy Paid.
1907	10	830	7,745	Not stated.	\$ 8,000
1908	9	482	6,864	1,219	8,000
1909.....	12	535	11,321	1,415	8,000
1910.....	12	417	10,251	2,052	8,000
1911.....	32	2,157	37,283	2,814	12,000
1912.....	27½	1,193	27,038	1,998	12,000
1913.....	33	In. 647 Out..... 812	2,496 25,226	Nil. 2,414	16,500
		Total 1,459	27,722	2,414	

SESSIONAL PAPER No. 10e

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED.

Calendar Year.	From.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight	Tons Meas't.	Value.	Tons Weight	Tons Meas't.	Value.	Tons Weight	Tons Meas't.	Value.
				\$			\$			\$
1912...	Sydney	252	4	10,970				252	4	10,970
	Charlottetown	7,161	138	228,844				7,161	138	228,844
	Summerside.	575		26,555				575		26,555
	Montreal.....	16,459	40	1,034,416	1,192	6	191,025	17,651	46	1,225,441
	Total	24,447	182	1,300,785	1,192	6	191,025	25,639	188	1,491,810
1913...	Sydney	320	11	10,787				320	11	10,787
	Charlottetown	5,224	84	212,262	Nil.	Nil.	Nil.	5,224	84	212,262
	Summerside..	783	Nil.	23,049	2		328	785		23,377
	Montreal.....	17,422	Nil.	1,143,369	1,375	2	289,904	18,797	2	1,433,273
	Total.....	23,749	98	1,389,467	1,377	2	290,232	25,126	100	1,679,699

* PRINCIPAL ARTICLES EXPORTED.

From Sydney: All Canadian Origin.

Felt, roofing, coal tar, cement, asbestos, sheep and lambs, iron pipe, hides, fertilizer, castings and wire.

From Charlottetown: All Canadian Origin.

Oats, potatoes, hay, turnips, cabbages, beets, apples, butter, cattle, sheep, pigs, horses, condensed milk, lumber straw, cheese, leather eggs, plums, vegetables and farm implements.

From Summerside: All Canadian Origin.

Cattle, sheep, potatoes, hay, oats, straw, cheese, butter and vegetables.

From Montreal: Canadian Origin.

Flour, wheat, bran, corn, hay, malt, oats, barley, yeast, cheese, butter, leather, fruit juice, pork, oilcloth, paint, paper, shot, trunks, groceries, stamped ware, metal shingles, oil, hardware, drugs, nails, wire, solder, fencing, woollen goods, corsets, rubbers, rubber shoes, stoneware, chewing gum, roofing cement, matches, wire cloth, sewing machines, structural steel, shoes and washboards.

United States Origin.

Beef, pork, veal, oil, lard, drugs gasoline, tea, stoneware, wines and liquors, nails, matches and hardware.

4 GEORGE V., A. 1914

PRINCE EDWARD ISLAND AND THE MAINLAND.

CHARLOTTETOWN STEAM NAVIGATION COMPANY.

Contract No. 13.
T. & C. File 11631.

*Vote 202.—Steam service from the opening to the closing of navigation in 1914
between Prince Edward Island and the mainland.*

1913-14.....	\$ 12,500
1914-15.....	\$ 12,500

Contractors.

The Charlottetown Steam Navigation Company, Ltd.

Date of Contract.

March 23, 1910.

Duration of Contract.

From the opening of navigation in 1911 to December 31, 1916.

Service and Ports of Call.

One full round trip daily (Sundays excepted) during the season of navigation, between Charlottetown and Pictou; and one full round trip daily (Sunday excepted) during the season of navigation between Summerside and Point du Chene. A reasonable time is to be allowed for transfer of freight to and from the railways.

Change in Route.

Should the Minister during the continuance of this contract at any time so decide, and the proper facilities be provided, the route known as the Charlottetown-Pictou route shall be changed to the Charlottetown-Brulé route, and the services performed between the two latter ports in the manner provided in this contract for the Charlottetown-Pictou route.

Cold Storage.

Each steamer is to be fitted with and to operate such cold storage appliances as the Minister may from time to time require.

Subsidy.

\$12,500 per annum, payable as follows:—\$3,500 on July 1; \$5,000 on October 1 and \$4,000 on the close of navigation, in each year.

Mails.

To be carried free.

SESSIONAL PAPER No. 10e

Distances.

	Miles.
Charlottetown to Pictou.....	52
Summerside to Pointe du Chene.....	40

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					A.	In.	Of.
	Ft.	Ft.	Ft.				1st Cl's.	Cu. Ft.		Kts.			
<i>On Charlottetown and Pictou Route:—</i>													
Northumberland	225	33	20	519	1,255	500	585	Nil.	350	15	Newcastle-on-Tyne.	1891	Steel.
<i>On Summerside and Point du Chene Route:—</i>													
Impress	235	34	20	612	1,342	650	707	Nil.	365	16½	Newcastle-on-Tyne.	1906	Steel.

TRAFFIC RETURNS.

CHARLOTTETOWN AND PICTOU SERVICE

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907	177	8,862	16,247	Not stated	Not stated.		\$12,500—for both services.
1908	208	11,104	18,258	2,287	2,357	2,255	\$12,500—for both services.
1909	217	9,733	20,939	3,008	2,251	2,154	\$12,500—for both services.
1910	219	11,282	18,410	4,878	2,309	2,052	\$12,500—for both services.
1911	207	10,641	18,299	2,521	1,930	1,375	\$12,500—for both services.
1912	212	10,879	20,135	2,611	1,919	1,443	\$12,500—for both services.
1913	226	In 6,703 Out 6,404	11,637 8,553	820 3,512	1,075 939	1,115 474	\$12,500—for both services.
		Tot. 13,107	20,190	4,332	2,014	1,589	

4 GEORGE V., A. 1914

SUMMERSIDE AND POINT DU CHENE SERVICE.

					Not stated.		
					Lock Bags.	Tied Sacks.	
1907.	199	29,135	20,317	Not stated.			See above.
1908	198	29,240	16,721	14,765	2,694	19,361	
1909	219	30,653	23,799	15,321	2,683	23,502	
1910	222	31,649	19,421	13,887	3,097	28,704	
1911.....	212	31,788	21,036	7,442	3,491	33,138	
1912.	209	32,144	19,825	7,788	4,038	30,631	
1913.....	226	In 17,513	11,208	79	2,863	24,414	
		Out 18,842	10,566	9,592	1,403	8,954	
		Tot. 36,355	21,774	9,671	4,266	33,368	

QUEBEC AND BLANC SABLON.

Vote 203.—Steam service during the year 1914, between Quebec and Blanc Sablon, calling at ports and places along the northern shore of the River St. Lawrence between such terminals.

1913-14.....	\$20,000
1914-15.....	20,000

Two services are run under this vote: the first by Holliday Bros., of Quebec, Que., and the second by A. G. Mercier, of Beauport, Que.

(1) HOLLIDAY BROS.

Contract No. 35.
T. & C. File 13937.

Contractors.

Holliday Brothers, of Quebec.

Date of Contract.

April 16, 1913.

Duration of Contract.

From the opening to the close of navigation on the St. Lawrence in 1913.

Service.

Sailing every 14 days during the season of navigation.

Ports of Call.

Sailing from Quebec to Natashquan and return every 14 days, calling both ways on all trips at Les Escoumins, Manicouagan, Godbout, Point des Monts, Trinity Bay, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point, Mingan and Esquimaux Point.

Calls at Les Escoumins are to be made whenever weather and tide will permit, or when there are freight or passengers to embark or land at that place.

SESSIONAL PAPER No. 10e

Passenger Accommodation, etc.

Steamers are to be fitted with passenger accommodation for 50 saloon and 50 steerage passengers, and with a carrying capacity of not less than 8,000 barrels, and be lighted with electricity and classed A1 Lloyd's.

Subsidy.

\$17,000 per annum: \$5,000 being payable on July 1, \$5,000 on October 1, and \$7,000 on the closing of navigation.

Mails.

To be carried free.

Cancellation of Contract.

The contract with Holliday Bros. dated Sept. 10, 1911, is hereby declared to be null and void.

Distances.

	Miles.
Quebec to Manicouagan.....	212
Manicouagan to Godbout.....	31
Godbout to Pt. des Monts.....	9
Pt. des Monts to Trinity Bay.....	6
Trinity Bay to Egg Island.....	15
Egg Island to Pentecost.....	11
Pentecost to Seven Islands.....	39
Seven Islands to Moisie.....	15
Moisie to Sheldrake.....	44
Sheldrake to Thunder River.....	4
Thunder River to Magpie.....	12
Magpie to St. John's River.....	6
St. John's River to Long Point.....	9
Long Point to Mingan.....	5
Mingan to Esquimaux Point.....	18
Esquimaux Point to Natashquan.....	74
	510

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE		N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.			At	In	Of
	Feet.	Feet.	Feet.				Knots.			
Aranmore, . .	241.5	34.8	15.7	500	1,170	260	12	Dundee,	1890	Iron.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
							\$ cts.
1907.....	32	2,508	24,000	Not stated.	Not stated.		20,000 00
					Lock Bags.	Tied Sacks.	
1908.....	35	2,695	10,180	22	1,692	1,448	20,000 00
1909.....	35	2,359	4,970	110	1,589	913	20,000 00
1910.....	30	2,996	8,600	179	1,389	1,138	20,000 00
1911.....	19	1,803	3,660	98	670	856	13,666 65
1912.....	23	2,330	6,312	130	1,104	1,144	12,214 28
1913.....	13	In.....803	2,674	14	269	234	13,812 50
		Out....1,230	1,485	158	343	234	
		Total..2,033	4,159	172	612	468	

(2) A. G. MERCIER.

Contract No. 73.
T. & C. File 13901.

Contractor.

Alfred Mercier, of Beauport, Que.

Date of Contract.

April 4, 1913.

Duration of Contract.

From the opening to the closing of navigation in 1913.

Service and Ports of Call.

One round trip each month by the auxiliary schooner *Hilda M. Backman* from Quebec to Blanc Sablon and return, calling each way at Natashquan, Kekaska, Romaine, Bluff, Wolf Bay, Pointe à Marier, Harrington, Whale Head, Mutton Bay, Tabatiere, Kekapoie, St. Augustine, Checatica, Old Fort, Bonne Esperance, Stick Point, Salmon Bay, Belle Amour and Bradore.

Should ice conditions beyond Natashquan render it impossible at any time to continue a trip to Blanc Sablon, the contractor may return to Natashquan and again sail therefrom for Blanc Sablon as soon as ice conditions permit, without first returning to Quebec.

Government Wharfs.

Vessels must call whenever possible.

SESSIONAL PAPER No. 10e

Subsidy.

\$3,000, of which \$1,000 is payable on July 1, October 1, and on the completion of the service respectively.

Mails.

To be carried free.

Distances.

	Miles.
Quebec to Natashquan.....	500
Natashquan to Kekaska.....	33
Kekaska to Romaine.....	25
Romaine to Bluff.....	6
Bluff to Wolfe Bay.....	15
Wolfe Bay to Pointe à Marier.....	25
Pointe à Marier to Harrington.....	15
Harrington to Whale Head.....	20
Whale Head to Mutton Bay.....	15
Mutton Bay to Tabatiere.....	6
Tabatiere to Kekapoie.....	15
Kekapoie to St. Augustine.....	20
St. Augustine to Checatia.....	10
Checatia to Old Fort.....	25
Old Fort to Bonne Esperance.....	6
Bonne Esperance to Stick Point.....	4
Stick Point to Salmon Bay.....	4
Salmon Bay to Bradore Bay.....	15
Bradore Bay to Blanc Sablon.....	8
	<hr/> 767

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed Knots.	BUILT.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net.	Gross.	Capacity.				At	In	Of
Hilda M. Packman	80	23 8	8 8		81		35	80	8	La Haye N.S.	1906	Wood

This vessel is an auxiliary schooner, fitted with a twin screw gasoline engine.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.		Tons of Freight Carried.	Live Stock	Mails.		Subsidy Paid.
		In	Out			Lock Bags.	Tied Sacks	
1913.....	4	8	10	100	Nil.	50	10	. \$2,400
				245	2	50	17	
		Total	18	345	2	100	27	

QUEBEC AND GASPE BASIN.

THE GASPE STEAMSHIP CO., LTD.

Contract No. 21....
T. & C. File 14315.

Vote 204.—Steam service between Quebec and Gaspé Basin, touching at intermediate ports.

1913-14.....	\$8,500
1914-15.....	8,500

Contractors.

The Gaspé Steamship Co., Ltd., of Quebec, Que.

Date of Contract.

Nov. 11, 1913.

Duration of Contract.

From the opening to the close of navigation in 1914.

Service and Ports of Call.

Two full round trips each month between Montreal and Paspébiac, during the season of navigation on the St. Lawrence, calling both ways, weather and water permitting, at Quebec, Rivière du Loup wharf, Matane, Cape Chatte, Ste. Anne des Monts, Mont Louis, Grande Vallée, Chloërydomes, Fox River, Griffin Cove, L'Anse à Louise, Grande Greve, Douglastown, Gaspé Basin, Malbay, Perce, Cape Cove, Grand River, Newport and Port Daniel; and at the following places once each round trip, either on the up or down voyage, viz.: Ste. Félicité, Méchin, Martin River, Claude River, St. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pte. Seches, Grand Etang, Anse à Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route, as the Minister may from time to time direct.

SESSIONAL PAPER No. 10e

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$8,500 per annum; \$2,500 payable on July 1, \$3,000 on October 1, and \$3,000 on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Montreal to Quebec	145
Quebec to Matane	199
Matane to St. Felicite	9
Ste. Felicite to Meehins	14
Meehins to Cap Chat	13
Cap Chat to Ste. Anne	9
Ste. Anne to Martin River	15
Martin River to Claude River	11
Claude River to Mont Louis	6½
Mount Louis to St. Antoine	7½
St. Antoine to Lit. Madeleine	5
Lit. Madeleine to Cap Madeleine	4
Cap Madeleine to Grand Valley	6½
Grand Valley to Pte. Vallée	3½
Pte. Vallée to Pte. Frigate	4
Pte. Frigate to Chlorydomes	5½
Chlorydomes to Pte. Seche	2½
Pte. Seche to Grand Etang	3
Grand Etang to Anse à Valeau	6½
Anse à Valeau to Pte. Jaune	3
Pte. Jaune to Little Fox River	3
Little Fox River to Fox River	3
Fox River to Griffin Cove	5½
Griffin Cove to L'Anse à Louise	4
L'Anse à Louise to Cap Rosier	2
Cap Rosier to Grande Greve	11
Grande Greve to Douglastown	5
Douglastown to Gaspé Basin	8½
Gaspé Basin to Malbaie	22
Malbaie to Perce	5
Perce to Cape Cove	9
Cape Cove to Grand River	8
Grand River to Newport	12
Newport to Port Daniel	12½
Port Daniel to Paspebiac	16

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Lady of Gaspé ... (formerly Restigouche)...	229·7	31	16·1	705	1,189	1,501	90	30	100	170	12¾	Port Glas- gow.	1877	Iron.
*Gaspesien.....	160·8	27	11	270	490					70	10½	Walls- end	1874	Iron.

*Owned by the Gaspé and Baie des Chaleurs Line.

TRAFFIC RETURNS.

Calendar Year.	Round Trip No. of	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy. Paid.
1907.....	15	2,275	2,200	Nil.	Nil.	\$8,500
1908.....	15	2,225	2,295	Nil.	Nil.	8,500
1909.....	15	1,806	2,359	Nil.	Nil.	8,500
1910.....	15	1,631	2,525	Nil.	Nil.	8,500
1911.....	15	1,801	2,070	Nil.	Nil.	8,500
1912.....	15	2,605	2,060	Nil.	Nil.	8,500
1913 (a) (Bouchard Bros. service).	13	In 833 Out 677	551 227	Nil.	Nil.	7,366.67
		Tot. 1,510	1,378			
1913 (b) (These two trips were made by the "Gaspesien," of the Gaspé and Baie des Cha- leurs Line).	2	In 119 Out 109	1,250 1,725	Nil.	Nil.	1,133.33
		Total 228	2,975			

From 1907 to 1913 the service was performed by Bouchard Bros., Quebec, over part of the route covered by the present contract, between the ports of Quebec and Gaspé Basin.

QUEBEC AND THE NORTH SHORE OF THE ISLAND OF ORLEANS.

THE QUEBEC AND LEVIS FERRY CO., LTD.

Contract No. 69.
T. & C. File No. 14011.

Vote 205.—Steam service between Quebec and ports on the north shore of the Isle of Orleans.

1913-14.....	\$4,500
1914-15.....	4,500

Contractors.

The Quebec and Levis Ferry Co., Ltd., of Quebec, Que.

SESSIONAL PAPER No. 10e

Date of Contract.

May 16, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

Service and Ports of Call.

Two round trips each week between Quebec and St. Francois and Ste. Famille on the North Shore of the Isle of Orleans; and a third round trip shall be made if contractors find that traffic warrants it in the months of September and October.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$4,500 per annum, payable as follows: \$1,500 on August 1st, \$1,500 on October 1st, and \$1,500 on the completion of the service.

Mails.

To be carried free.

Distances.

Quebec to Ste. Famille.....	18 miles.
Ste. Famille to St. Francois.....	7 "
	25

DESCRIPTION OF VESSEL EMPLOYED

NAME.	DIMENSIONS			TONNAGE.			Passenger Accommodation.	N H P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
North.....	132.4	25.2	9.3	182	289	Not stated	450	30	10	Leves ..	Rebuilt 1902.	Wood
South.....	130.3	25.2	9.5	220	349	90	500	30	9	Quebec	1885	Wood
Christine.....	126	17.2	9.9	95	140	Not stated	100	40	10	Port Glasgow...	1886	Iron

TRAFFIC RETURNS.

Calendar Year.	No. of RoundTrips	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911..	40	1,610	475	Nil.	Nil.	\$2,500
1912..	43	1,661	349	Nil.	Nil.	2,500
1913.....	63	In 1,204 Out 1,200	469 100	Nil.	Nil.	4,500
		Total2,404	569			

RIVIERE DU LOUP AND TADOUSAC AND OTHER NORTH SHORE PORTS.

THE TRANS ST. LAURENT COMPANY, LTD.

Contract No. 62.
T. & C. File 12307.

Vote 206. —*Steam service between Rivière du Loup, Tadousac and other North Shore ports.*

1913-14.....	\$6,000
1914-15.....	6,000

Contractors.

La Cie. Trans St. Laurent, Ltee., of Fraserville, Que.

Date of Contract.

March 27, 1911.

Duration of Contract.

May 1, 1911 to October 31, 1916.

Service and Ports of Call.

Full round trips from Rivière du Loup on week days as follows:

- (a) In July and August:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Three times a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche in the Saguenay. Once a week, calling at St. Simeon, St. Catherine's Bay and Tadousac.
- (b) In June and September:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week, calling at St. Simeon, St. Catherine's Bay and Tadousac.
- (c) In May and October:—Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week, calling at St. Simeon.

SESSIONAL PAPER No. 10e

Subsidy.

\$6,000 per annum, payable in three equal instalments on July 1, September 1 and November 1 in each year.

Mails.

To be carried free.

Distances.

	Miles.
Rivière du Loup to St. Simeon.....	35
St. Simeon to St. Catherine's Bay.....	30
St. Catherine's Bay to Tadousac.....	5
Tadousac to Escoumains.....	28
	98
Rivière du Loup to Tadousac.....	24

DESCRIPTION OF VESSEL EMPLOYED.

NAME	DIMENSIONS.			TONNAGE.		N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.			At	In	Of
	Ft.	Ft.	Ft.				Knots			
Mahone	86	19.8	10.5	79	127	24	14	Mahone Bay, N.S.	1904	Wood.

TRAFFIC RETURNS.

CALENDAR YEAR	No. of Round Trips Run.	PASSENGERS.		FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
		1st Class.	2nd Class.	Tons Weight	Tons Measurement.		Loose Bags.	Tied Sacks.	
					Feet Lumber.				
1909		1,093	259	936	Nil.	13	430	653	\$3,627 65
1910	115	2,026	Nil.	309	Nil.	23	617	290	6,000 00
1911	142	2,793	Nil.	353	9	18	1,231	300	6,000 00
1912.....	141	2,508		341	53,705	26	1,137	248	6,000 00
1913.....	140	In 1,625 Out1,904	Nil.	89 313	Nil. 53,492	Nil. 14	316 489	20 224	6,000 00
		Total 3,529	Nil.	402	53,492	14	805	244	

4 GEORGE V., A. 1914

WINTER STEAM SERVICE BETWEEN RIVIERE DU LOUP, TADOUSAC AND OTHER ST. LAWRENCE PORTS.

LA COMPAGNIE TRANS ST. LAURENT.

Contract No. 62.
T. & C. File No. 12302.

*Vote 207.—Winter steam service between Rivière du Loup, Tadousac and other
St. Lawrence ports.*

1913-14.....	\$8,000
1914-15.....	8,000

Contractors.

La Compagnie Trans St. Laurent, Ltée., of Fraserville, Que.

Date of Contract.

March 27, 1911.

Duration of Contract.

April 1, 1911 to April 30, 1916.

Service and Ports of Call.

(a) During the months of April, November and December in each year from 1911 to 1915 inclusive, and the months of January, February and March in each year from 1912 to 1916 inclusive and the month of April, 1916; an average of four round trips each month between Rivière du Loup and Tadousac.

(b) During the month of December in the years 1911 to 1915 inclusive, and the months of January, February and March in the years 1912 to 1916 inclusive; an average of two round trips each month between Tadousac and Escoumains or St. Simeon or St. Anse de la Grosse Roche or *vice versa*, calling at one or more of the said latter three ports.

Subsidy.

(a) \$200 for each round trip performed between Tadousac and Rivière du Loup during the months of April and November in each year from 1911 to 1915 inclusive, and \$250 for each round trip between Tadousac and Rivière du Loup during December in each of the years 1911 to 1915 inclusive, and January, February and March in each of the years 1912 to 1916 inclusive.

(b) \$50 for each round trip performed according to paragraph 'b' under 'Service and Ports of Call' above, between Tadousac and Escoumains or St. Simeon or Anse de la Grosse Roche, during December in each year from 1911 to 1915 inclusive, and January, February and March in each of the years 1912 to 1916 inclusive.

(c) \$500 for each round trip from Rivière du Loup to Clark City (Seven Islands), *via* Tadousac, in addition to any other trips otherwise provided for herein, and for which subsidy has been paid, between Tadousac and Rivière du Loup; not exceeding, however, four round trips between October 31 and May 1, of each year.

SESSIONAL PAPER No. 10e

Additional Subsidy.

Should the contractors perform a greater number of trips than those stipulated above, in the clause headed 'Service and Ports of Call,' they shall be paid in addition a proportionate amount of the subsidy as stipulated in the clause headed 'Subsidy,' provided that the amount shall not be in excess of the subsidy available therefor in the Estimates for each fiscal year from 1911-12 to 1915-16 inclusive.

Government Wharfs.

Steamers must call whenever possible.

Mails.

To be carried free.

Distances.

	Miles.
Tadousac to Rivière du Loup.....	24
“ Escoumains.....	20
“ Anse de la Grosse Roche.....	12
“ St. Simeon.....	21

DESCRIPTION OF VESSEL EMPLOYED

NAME.	DIMENSIONS			TONNAGE			Passenger Accommodation.	Refrigerator Space.	N.H.P.	Speed.	PORTS		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	On
	Ft.	Ft.	Ft.					Cu.ft.		Knots			
Mahone.....	86	19.8	10.5	79	127	75	40	Nil.	24	11	Mahone Bay, N.S. 1904 Wood		

TRAFFIC RETURNS

CALENDAR YEAR.	No. of Round Trips Run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	MAILS		Subsidy Paid.
			Weight.	Lumber		Bags	Sacks.	
			Tons.	Feet.				
1910	81	328	145	Nil.	3	229	109	5,600
1911	49	290	112	8,400	4	234	28	5,500
1912.....	44	318	104	25,910		167	25	6,950
1913	41	In	179	17	Nil.	59	11	6,500
		Out	187	154	25,000	96	46	
		Total	366	171	25,000	10	155	57

ST. CATHERINE'S BAY AND TADOUSAC.

LA COMPAGNIE TRANS ST. LAURENT.

Contract No. 24.
T. & C. File No. 12249.

Vote 208.—Winter Steam service between St. Catherine's Bay and Tadousac.

1913-14.....	\$3,500
1914-15.....	3,500

Contractors.

La Cie. Trans. St. Laurent, Ltée., of Fraserville, Quebec.

Date of Contract.

March 27, 1911.

Duration of Contract.

November, 1910 to April 30, 1916.

Service and Ports of Call.

Two round trips each day (Sunday excepted) between St. Catherine's Bay and Tadousac, weather and ice conditions permitting; save, and except on such days as may be required to make four trips during the winter to Seven Islands and return to Tadousac, the return to the said port of Tadousac to be conditional upon the weather and ice permitting.

On the days when the said trips are performed to Seven Islands the contractors will not be bound to call more than once at St. Catherine's Bay, provided that during such time the contractors shall make arrangements for the carriage of the mails and passengers once each day between Tadousac and St. Catherine's Bay, weather and ice conditions permitting.

Furthermore, on Tuesdays and Fridays of each week covered by this contract, the contractors, having to call on each of the said days at Rivière du Loup, in accordance with another contract, called the 'Winter Service Contract, with this Department, shall not be bound to call at St. Catherine's Bay more than twice on each of the said days, viz: once on the outward trip from Tadousac to Rivière du Loup, and once on the inward trip from Rivière du Loup to Tadousac.

Subsidy.

\$3,500 per annum payable in instalments on the last days of November, December, January, February, March and April.

Mails.

To be carried free.

Distance.

St. Catherine's Bay to Tadousac..... 2 miles.

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In.	Of.
	Ft.	Ft.	Ft.					C. Ft.		Knots			
Mahone.	86	19.8	10.5	79	127	75	40	Nil.	24	11	Mahone Bay N.S.	1904	Wood

TRAFFIC RETURNS

YEAR.	No. of Round Trips Run.	Passenger No.	Freight Tons.	Live Stock No.	MAILS.		Subsidy Paid.
					Letters.	Sacks.	
*Feb. 15 to May 15, 1909.....	150	359	6	9	260	Nil.	\$ 250 00
1910.....	272	479	8	8	462	167	4,019 52
1911.....	284	450	29	5	667	116	3,357 91
1912.....	277	In 314 Out 323 Total 637	14 17 31	23 88 111	566 196 762	138 3 141	3,364 09
1913.....	286	In 325 Out 304 Total 629	20 20 40	58 38 96	578 341 919	149 3 152	3,459 32

*Service performed by Price Bros., Quebec.

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Contract No. 8.
T. & C. File 13,902.

Vote 209—Steam service between St. John and Digby.

1913-14 \$20,000
1914-15 20,000

Contractors.

The Dominion Atlantic Railway Company of Kentville, N.S.

On September 1st, 1913, this line passed to the control and ownership of the Canadian Pacific Railway.

Date of Contract.

April 4, 1913.

Duration of Contract.

April 4, 1913 to March 31, 1914.

Service and Ports of Call.

Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.

Connection at St. John.

On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and express goods westward bound to be transferred to the C.P.R. afternoon train for Montreal.

Subsidy.

\$20,000 payable quarterly, in July, October, January and April.

Mails.

To be carried free. If during the continuance of this contract other trips are made than as above specified, all mails tendered shall be carried without additional remuneration.

Distance.

St. John to Digby..... 47 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Prince Rupert..	268	32	11½	620	1,158	300	850			Nil.	400	18	Dumbarton ..	1894	Steel.
Prince Albert...	103	20	8½	49	108	50	150			Nil.	40	10	Shelburne, N.S.	1901	Wood
Yarmouth..	220·3	35·2	21	725	1,452		450			Nil.	260	14	Dumbarton.....	1887	Steel.
St. George.	352	41·1	16·2	704	2,456		1500			Nil.	9000	22	Birkenhead.....	1906	Steel.

*I. H. P. Turbines.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
						\$ cts.
1907.....	263	27,068	21,285	Not stated.	Not stated.	16,245 29
1908.....	314	28,782	21,161	349	2,093 lock bags. 8,413 tied sacks.	19,935 90
1909.....	313	29,889	22,061	471	Bags 4,414 Sacks 16,004	19,792 50
1910.....	313	32,328	23,163	499	4,782 17,511	19,872 20
1911.....	311	30,834	27,040	406	5,075 21,340	19,870 96
1912.....	312	31,152	26,520	580	6,434 18,238	19,956 71
1913.....	320	In. 20,130 Out 19,651	7,156 22,351	421 34	2,262 6,782 3,787 8,431	14,613 73 to Sep. 30, '13
		Total 39,781	29,507	455	6,049 15,213	

The December claim has not been paid yet.

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

Contract No. 37.
T. & C. File 13903.

*Vote 210. Steam service between St. John, Digby, Annapolis and Granville, viz.:
along the west coast of the Annapolis Basin.*

1913-14.....	\$1,500
1914-15.....	\$1,500

Contractors.

The Valley Steamship Co., Ltd., of Granville Ferry, N.S.

Date of Contract.

April 4, 1913.

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service and Ports of Call.

A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods

4 GEORGE V., A. 1914

Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis Basin and River, the trip from St. John shall be allowed to terminate at Digby.

Repairs.

The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the Minister.

Government Wharfs.

Steamer must call whenever possible.

Mails.

To be carried free.

Subsidy.

\$1,500 per annum, payable quarterly in July, October, January and April.

Distances.

	Miles.
St. John to Annapolis.....	62
St. John to Victoria Beach.....	45
Victoria Beach to Port Wade.....	5
Port Wade to Granville Ferry.....	12
Granville Ferry to Granville Centre.....	4
Granville Centre to Annapolis.....	4
Granville Ferry to Annapolis.....	$\frac{1}{2}$
Distance between terminal points <i>via</i> way ports.....	70

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Granville.....	112	22	9	49	139	100	38	24	9	Shelburne ..	1909	Wood.

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Number Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$
1907.	52	100	2,721	Nil.	Nil.	1,500 00
1908	50	131	3,119	Nil.	Nil.	1,500 00
1909	51	58	3,069	Nil.	Nil.	1,471 15
1910	49	118	2,868	Nil.	Nil.	1,500 00
1911	47	60	2,694	Nil.	Nil.	1,500 00
1912	50	66	3,386	Nil.	Nil.	1,500 00
1913.	51	In 29 Out 28	2,064 724	Nil.	Nil.	1,500 00
		Total 57	2,788			

ST. JOHN, DIGBY, BEAR RIVER AND CLEMENTSPORT.

Vote No. 211. Steam service between St. John, Digby, Bear River and Clementsport.

1913-14...	\$1,500
1914-15....	\$1,500

There was no contract for this service during 1913.

ST. JOHN AND BRIDGETOWN.

BRIDGETOWN STEAMSHIP COMPANY.

Contract No. 72.
T. & C. File No. 13917.

Vote 212.—Steam service between St. John and Bridgetown.

1913-14...	\$2,000
1914-15...	\$2,000

Contractors.

The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.

Date of Contract.

April 9, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

4 GEORGE V., A. 1914

Service and Ports of Call.

32 round trips to be made during the season of navigation between St. John and Bridgetown, calling at Ray's Creek, Tupperville and Round Hill.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$62.50 for each round trip, not to exceed a total of \$2,000 for the season.

Mails.

To be carried free.

Distances.

	Miles.
Bridgetown to Upper Granville.....	5½
Granville to Tupperville.....	1½
Tupperville to Round Hill.....	7
Round Hill to St. John.....	57
	<hr/> 70

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Valinda.....	95	21.5	9.3	56	117	60	25	19	9½	Liverpool, N.S.....	1911	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1912	56	7	5,148	Nil.	Nil.	\$ 2,000
1913.....	36	In 28 Out 27	1,849 1,172	Nil	Nil.	2,000
		Total 55	3,021			

SESSIONAL PAPER No. 10e

ST. JOHN AND ST. ANDREWS, [N.B.

MARITIME STEAMSHIP COMPANY, LTD.

Contract No. 41.
T. & C. File 13865.

Vote 213—Steam service between St. John, N. B. and St. Andrew's, N.B., calling at intermediate points.

1913-14.....	\$4,000
1914-15.....	\$4,000

Contractors.

The Maritime Steamship Company, Ltd., of Black's Harbour, N.B.

Date of Contract.

March 20, 1913.

Duration of Contract.

April 1, 1913 to March 31, 1914.

Service and Ports of Call.

A regular service between St. John and St. Andrew's, calling at Dipper Harbour, Black's Harbour, Back Bay, Letete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

Leave St. John for St. Andrew's on Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour, Back Bay, or Letete, Deer Island and Red Store or St. George.

Returning leave St. Andrew's for St. George on Tuesday mornings, calling at Letete or Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$4,000 per annum, payable as follows: On October 1, \$2,000 and on the completion of the service, \$2,000.

Mails.

To be carried free.

Distances.

	Miles.
St. John to Dipper Harbour.....	19
“ Beaver Harbour.....	36
“ Black's Harbour.....	42
“ Lord's Cove.....	50
“ Back Bay.....	55
“ Letete.....	58
“ St. George.....	68
“ St. Andrew's.....	80

4 GEORGE V., A. 1914

DECSRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Dapth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Connors Bros.	97	21.6	9	49	133	150	197	30	8	Shelburne, N.S.	1904	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
							\$ cts.
May 1 to Dec. 31, 1909.	26	873	2,672	Nil.	Nil.	Nil.	500 00
1910.	48	1,040	4,733	Nil.	Nil.	Nil.	2,500 00
1911.....	49	1,058	5,005	Nil.	196	Nil.	3,384 62
1912.....	48	1,095	4,825	Nil.	192	Nil.	3,769 23
1913.....	47	In 529 Out 562	2,328 2,328	Nil.	94 94	Nil.	4,000 00
	Total	1,091	4,656		188		

ST. JOHN AND HALIFAX VIA YARMOUTH.

THE MAGDALEN ISLANDS STEAMSHIP COMPANY, LIMITED.

Contract No. 17.
T. & C. File No. 13132.

Vote 214—Steam service for not less than 40 full round weekly trips between St. John and Halifax, via Yarmouth and otherway ports during the season of 1914.

1913-14.....	\$10,000
1914-15.....	\$10,000

Contractors.

The Magdalen Islands Steamship Company, Ltd., of Halifax, N.S.

Contract Dated.

April 2, 1912.

SESSIONAL PAPER No. 10e

Duration of Contract.

April 1, 1912, to March 31, 1913. No service was performed under contract during the remainder of 1913.

Service and Ports of Call.

A weekly service between St. John and Halifax, calling both going and returning at Westport, Yarmouth, Clark's Harbour, Barrington, Shelburne, Lockeport, Liverpool and Lunenburg, N.S., making a round trip in seven days.

During the period between December 20 and March 20, the service may be discontinued. During the period covered by the contract not less than 40 round voyages shall be performed.

Either of the ports of Barrington or Lunenburg, at the option of the Minister, may be omitted as a port of call.

Subsidy.

\$10,000 based upon the requisite number of 40 round weekly voyages per annum, payable quarterly in July, October, January and April.

Mails.

To be carried free.

Distances.

	Miles.
Halifax to Lunenburg.....	55
Lunenburg to Liverpool.....	38
Liverpool to Lockeport.....	40
Lockeport to Shelburne.....	20
Shelburne to Barrington.....	40
Barrington to Clarke's Harbour.....	10
Clarke's Harbour to Yarmouth.....	40
Yarmouth to St. John.....	95
	<hr/> 338

DESCRIPTION OF VESSEL EMPLOYED

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Atacbia	154	22.8	12.8	103	356	230	40	69	11	Ayr.	1894	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
							\$ cts.
*1907.....	38	421	18,450	Not stated.	Not stated.....		7,884 61
					Bags.	Sacks.	
1908.....	53	1,053	12,046	82	99	96	10,000 00
1909.....	32	237	8,749	Nil.	125	Nil.	7,884 40
1910.....	46	422	12,138	Nil.	141	11	9,038 28
1911.....	43	542	10,800	Nil.	170	9	8,461 58
1912.....	30	400	10,540	Nil.	44	40	7,769 21
1913 (Jan. 1 to Feb. 22)	7	In 10	300	.....	5		} 3,807 71
		Out 14	600	Nil.	5	3	
		Total 24	900	.....	10	3	

*During 1907 and 1908 the service was performed by Wm. Thomson & Son, of St. John, N.B.

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN:

BAY OF FUNDY AND MINAS BASIN STEAMSHIP CO., LTD.

Contract No. 71.
T. & C. File No. 13926.

Vote 215.—*Steam service between St. John, N.B., and ports on the Bay of Fundy and Minas Basin, and Margareville, N.S.*

1913-14.....	\$8,000
1914-15.....	\$8,000

Contractors.

The Bay of Fundy and Minas Basin Steamship Company, Ltd., of Margareville, N.S.

Date of Contract.

April 12, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

Service and Ports of Call.

(a) A regular weekly service between St. John, N.B., and Port Williams, N.S., calling at Parrsboro' each way, and every two weeks calling at Scott's Bay, both ways. 34 round trips are to be made during the season of navigation.

SESSIONAL PAPER No. 10e

(b) A regular weekly service between St. John, N.B., and Canning, N.S., calling at Spencer's Island, Wolfville, Parrsboro', Kingsport, Hantsport, Windsor and Bass River. 34 round trips are to be made during the season of navigation.

(c) A regular weekly service between St. John, N.B., and Margaretville, N.S., calling at Hampton, Port Lorne, Port George, Morden, Ogilvie's Wharf, Harbourville and Hall's Harbour. 40 round trips are to be made during the season of navigation.

Government Wharfs.

Steamers must call whenever possible.

Subsidy.

\$8,000 payable as follows: \$2,000 on June 1, \$2,000 on August 1, \$2,000 on October 1, and \$2,000 on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
St. John to Port Williams.....	103
Port Williams to Wolfville.....	5
Wolfville to Windsor.....	16
	<hr/>
	124
St. John to Spencer's Island.....	55
Spencer's Island to Parrsboro.....	25
Parrsboro to Bass River.....	20
Bass River to Kingsport.....	25
Kingsport to Canning.....	5
	<hr/>
	130
St. John to Hampton.....	40
Hampton to Port Lorne.....	5
Port Lorne to Port George.....	7
Port George to Margaretville.....	6
Margaretville to Morden.....	6
Morden to Ogilvie's Wharf.....	4
Ogilvie's Wharf to Harbourville.....	3
Harbourville to Hall's Harbour.....	12
Hall's Harbour to Scott's Bay.....	12
	<hr/>
	95

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.				Not stated		Knots			
Margaretville...	90	20	8	37	107	100		19	9	Margaretville.	1910	Wood
Brunswick.....	110	23	8·7	73	184	125	40	42	10	Canning.....	1901	Wood
Ruby L.	93	20	8	49	118	110	40	16	9½	Margaretville.	1906	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags, Mail.	Subsidy Paid.
1911.....	69	283	5,068	Nil.	Nil.	\$5,105 35
1912.....	113	707	8,839	Nil.	Nil.	8,000 00
1913.....	106	In 320	6,086	Nil.	Nil.	7,812 50
		Out 284	2,483			
		Total 604	8,569			

In 1911 only two steamers were employed, and the St. John and Margaretville. service was not included in the contract.

ST. JOHN AND PORTS IN CUMBERLAND BASIN.

HARBINGER STEAMSHIP COMPANY, LTD.

Contract No. 59.
T. & C. File No. 13819.

Vote 216.—Steam service between St. John and ports in Cumberland Basin.

1913-14.....	\$3,000
1914-15.	\$3,000

Contractors.

The Harbinger S. S. Co., Ltd., of River Hebert, N.S.

Date of Contract.

March 4, 1913.

SESSIONAL PAPER No. 10e

Duration of Contract.

From the opening to the close of navigation in 1913.

Service.

Weekly.

Ports of Call.

St. John, Riverside and Harvey, N.B., and Joggin's Mines, Minudie and River Hebert in Cumberland County, N.S. A call is required at Amherst Point Wharf, when there is freight to be taken on or put off there.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$3,000, payable on the completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
St. John to Harvey.....	75
Harvey to Riverside.....	4
Riverside to Joggins.....	13
Joggins to Amherst Point.....	18
Amherst Point to Minudie.....	3
Minudie to River Hebert.....	8
	121

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER Accommodation.	N.H.P.	Speed.	BUILD.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In	Co.
	Ft.	Ft.	Ft.						Knots			
Harbour	97	29	8-4	45	108	100	46	16	8	Shelburne, N.S.	1901	Wood

4 GEORGE V., A. 1914

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	Freight.	Live Stock.	Mails.	Subsidy Paid.
1909.....	39	Nil.	1,243	Nil.	Nil.	\$3,000 00
1910.....	38	40	3,055	Nil.	Nil.	3,000 00
1911.....	35	26	1,950	Nil.	Nil.	3,000 00
1912.....	35	24	2,175	Nil.	Nil.	2,837 84
1913.....	31	In 16	275	Nil.	Nil.	2,694 43
		Out 24	3,400			
		Total 40	3,675			

ST. JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS

Vote 217—Steam service or services between St. John, Westport and Yarmouth and other way ports.

1913-14.....	\$5,000
1914-15.....	\$5,500

During 1913 two contracts were executed under this vote:—

(a) The Insular Steamship Co., Ltd.

(b) Hugh Cann and Son.

(a) THE INSULAR STEAMSHIP CO., LTD.

Contract No. 42.
T. & C. File 13925.

Contractors.

The Insular Steamship Company, Ltd., of Westport, N.S.

Date of Contract.

April 12, 1913.

Duration of Contract.

April 1, 1913, to March 31, 1914.

Service and Ports of Call.

44 trips are to be made during the period covered by the contract between St. John N.B., and Westport and Yarmouth, N.S., calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan unless ice prevents.

SESSIONAL PAPER No. 10e

Government Wharfs.

Steamer must call whenever possible.

Substitute Steamer.

The steamer is not to be taken off the route during the months of December, January, February and March, unless it be found necessary to take the *Westport III* off for absolutely necessary repairs, in which case the contractors will supply a substitute steamer of about equal capacity, provided that such substitute can be employed at a gross expense of not more than \$1,000 per month.

Subsidy.

\$2,500, payable in sums of \$625 in each of the months of July, October, January and April.

Distances.

	Miles.
St. John to Tiverton.....	51
Tiverton to Westport.....	11
Westport to Meteghan.....	8
Meteghan to Yarmouth.....	30
	<hr/> 100

	Miles.
Westport to Freeport.....	1
Freeport to Tiverton.....	11
Tiverton to Little River.....	7
Little River to Mink Cove.....	2½
Mink Cove to Sandy Cove.....	2½
Sandy Cove to Weymouth.....	8
	<hr/> 32

DESCRIPTION OF VESSEL EMPLOYED

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	O
	Ft.	Ft.	Ft.									
Westport III	101	21	9	49	140	70	35	24	10	Shelburne..	1903	West

4 GEORGE V., A. 1914

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
1907.....	43	1,800	1,790	Nil.	Nil.	\$1,500
1908.....	51	2,198	2,600	Nil.	Nil.	1,500
1909.....	46	2,110	1,475	Nil.	Nil.	1,500
1910.....	48	2,140	1,320	Nil.	Nil.	1,500
1911.....	47	1,990	1,570	Nil.	Nil.	2,250
1912.....	46	1,887	1,475	Nil.	Nil.	2,500
1913.....	47	In 840	680	Nil.	Nil.	2,500
		Out 739	270			
		Total 1,579	950			

(b) HUGH CANN AND SON, LTD.

Contract No. 42.

T. & C. File No. 14135.

Contractors.

Hugh Cann and Son, Ltd., of Yarmouth, N.S.

Date of Contract.

July 31, 1913.

Duration of Contract.

August 1, 1913 to March 31, 1914.

Service and Ports of Call.

40 regular trips are to be made, during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport and Tiverton, unless ice prevents.

4 round weekly trips are to be made in each of the months of August, November, December, January, February and March, and 8 round trips in each of the months of September and October.

The above mentioned weekly trips shall be arranged so as not to conflict with the schedule of the S.S. "Westport," now running on the route.

Passenger and Freight Rates.

The rates for passengers and freight shall not exceed those charged by the S.S. "Westport," now running on the route.

Government Wharfs.

Steamer must call whenever possible.

SESSIONAL PAPER No. 10e

Subsidy.

\$3,000, payable as follows:—\$900 on Sept. 30th and March 31st respectively, and \$1,200 on Dec. 31st, or such amounts as shall have been earned on these dates at the rate of \$75.00 per round trip.

Distances.

	Miles.
St. John to Tiverton.....	51
Tiverton to Freeport.....	11
Freeport to Westport.....	1
Westport to Yarmouth.....	33
	<hr/> 96 <hr/>

DESCRIPTION OF VESSEL EMPLOYED

NAME.	DIMENSIONS			TONNAGE			Passenger Accommodation	N. H. P.	Speed Knots.	BUILT.		
	Length.	Breadth	Depth	Net.	Gross	Capacity				At	In	Of
	Feet.	Feet.	Feet.			Not stated.						
John L. Cann.	97.8	19.8	9	77	166		94	34	9½	Yarmouth,	1891	Wood.

TRAFFIC RETURNS

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails	Subsidy Paid
1913	36	In 237 Out 171	442 1,566	Nil.	Nil.	2,100.00
		Total 408	1,808			

ST. STEPHEN, N.B., ST. CROIX RIVER POINTS, DEER ISLAND AND CAMPOBELLO, ETC.

DEER ISLAND AND CAMPOBELLO STEAMBOAT COMPANY.

Contract No. 31.

T. & C. File No. 13942.

Vote 218.—Steam service during the year 1914 between St. Stephen, N.B., St. Croix River Points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L'Etete or Back Bay.

1913-14.	\$6,000
1914-15.....	\$6,000
10e—10½	

Contractors.

The Deer Island and Campobello Steamboat Company, of St. Stephen, N.B.

Date of Contract.

May 2, 1913.

Duration of Contract.

Jan. 1 to Dec. 31, 1913.

Service and Ports of Call.

From January 1 to May 1 and from November 1 to December 31:

Three round trips each week between L'Etete and St. Stephen, calling en route both going and coming at Back Bay, Lord's Cove, Richardsonville, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and from May 1st to November 1st:

Four full round trips each week between the same ports, calling both going and returning at the above mentioned places.

Government Wharfs.

Steamer must call whenever possible.

Condition of 'Viking.'

Should the steamship *Viking* not be in sufficiently good condition to pass a satisfactory inspection by the Department of Marine and Fisheries during the current summer, this contract shall be cancelled.

Subsidy.

\$6,000, of which \$3,000 is payable on July 1, and the balance on the completion of the service.

Mails.

To be carried free.

Distances.

	Miles.
St. Stephen to St. Andrews.....	16
St. Andrews to Fairhaven.....	8
Fairhaven to Indian Island.....	4
Indian Island to Eastport.....	2
Eastport to Welchpool.....	2
Welchpool to Wilson's Beach.....	4
Wilson's Beach to Leonardville.....	3
Leonardville to Richardsonville.....	2
Richardsonville to Lord's Cove.....	1
Lord's Cove to L'etete.....	5
Lord's Cove to Back Bay.....	7

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capa- city.				At	In	Of
	Ft.	Ft.	Ft.									
Viking...	75	21	6·3	86	127	Not stated.	145	17	10	Ashtabula, Ohio	1891	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	156	9,200	2,530	Not stated.	Not stated.	3,000
1908.....	156	8,392	1,210	Nil.	3,232 bags. 3½ sacks.	3,000
1909.....	156	7,124	1,318	Nil.	4,980 bags. 78 sacks.	3,000
1910.....	167	6,880	1,180	Nil.	5,252 bags.	3,000
1911.....	156	6,753	1,220	Nil.	4,590 bags.	3,000
1912.....	131	8,230	1,267	Nil.	4,432	4,000
1913	173½	In 4,280 Out 4,678	223 1,266	..... .....	2,297 2,428	6,000
		Total 8,958	1,489	Nil.	4,725	

SYDNEY AND BAY ST. LAWRENCE.

THE NORTH SHORE STEAMSHIP COMPANY, LTD.

Contract No. 33.
T. & C. File 13959.

Vote 219.—Steam service during the season of 1914, between Sydney and Bay St. Lawrence, calling at way ports.

1913-14.....	\$6,000
1914-15.....	\$6,000

Contractors.

The North Shore Steamship Company, Ltd., of Sydney, N.S.

Date of Contract.

April 25, 1913.

Duration of Contract.

From the opening to the close of navigation in the year 1913.

Services and Ports of Call.

From the opening of navigation until June 15, and from October 15 until the close of navigation.

One full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil's Harbour, Aspy Bay and Cape North; and from June 15 to October 15 two full round trips each week between Sydney and St. Anne's Bay, with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls at Aspy Bay and Cape North.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$6,000, payable in instalments in June, August and October, and on the close of navigation.

Mails.

To be carried free.

Distances.

		Miles.
Sydney to	North Sydney.....	5
"	Breton Cove.....	27
"	Englishtown.....	39
"	North River.....	43
"	Ingonish.....	35
"	Neil's Harbour.....	47
"	Aspy Bay.....	59
"	Cape North.....	70
"	Bay St. Lawrence.....	85

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Aspy.....	113	25	8.5	99	215	250	250	42	10	Shelburne, N.S. 1910 Wood.		

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
						\$
*1907.....	110	2,766	1,567	Not stated	Nil.	1,500
*1908.....	123	3,863	1,945	183	Nil.	1,500
1909.....		2,875	475	Nil.	Nil.	6,500
1910.....	116	2,115	645	80	Nil.	6,500
1911.....	111	2,189	654	30	Nil.	6,500
1912.....	112	2,550	870	160	Nil.	6,500
1913.....	122	In...1,275 Out...1,025	210 750	80 15		6,000
		Total 2,300	960	95	Nil.	

*The service was performed by the Bras d'Or Steamboat Co., of North Sydney, N.S., during 1907 and 1908.

SYDNEY AND WHYCOCOMAGH.

THE BRAS D'OR STEAMBOAT COMPANY, LTD.

Contract No. 34.

T. & C. File No. 13009.

Vote 220—Steam service during the season of 1914 between Sydney and Whycomagh.

1913-14.	\$3,000
1914-15.	3,000

Contractors.

The Bras d'Or Steamboat Company, Ltd., of North Sydney, N.S.

Date of Contract.

April 7, 1913.

Duration of Contract.

From the opening to the close of navigation in 1913.

Service and Ports of Call.

From the opening of navigation to June 15th, and from October 15th to the close of navigation, two full round trips each week; and from June 15 to October 15, three full round trips each week between Sydney and Whycomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

Subsidy.

\$3,000, of which \$1,500 is payable on August 15th, and the balance on the completion of the service.

Government Wharfs.

Steamer must call whenever possible.

Mails.

To be carried free.

Distances.

	Miles.
Sydney to North Sydney.....	5
North Sydney to Big Bras d'Or.....	20
Big Bras d'Or to New Campbellton.....	2
New Campbellton to Boularderie Centre.....	7
Boularderie Centre to Ross Ferry.....	7
Ross Ferry to Big Harbour.....	2
Big Harbour to Kempt Head.....	6
Kempt Head to Baddeck.....	5
Baddeck to Washabuck.....	5
Washabuck to Nyanza.....	6
Nyanza to Little Narrows.....	10
Little Narrows to Whycomagh.....	7
	—
	82

DESCRIPTION OF VESSEL-EMPLOYED.

NAME	DIMENSIONS.			TONNAGE.			Passenger Accommodation. N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			At	In	Of
	Feet.	Feet.	Feet.								
Marion.	150	26.5	8	269	478	100	400 49	12	New York, 1876 U.S.A.	Wood	

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
						\$ cts.
1907.....	83	4,032	1,241	Not stated.	Nil.	1,000 00
1908.....	82	4,007	1,242	2,860	Nil.	1,000 00
1909.....	85	4,496	1,437	3,102	Nil.	2,000 00
1910.....	88	6,049	1,403	4,226	Nil.	3,000 00
1911.....	78	6,051	1,690	4,738	Nil.	3,000 00
1912.....	84	5,919	1,820	4,624	Nil.	3,000 00
1913.....	89	In 3,205 Out 3,199	780 827	5,161 182	Nil.	3,000 00
		Total 6,404	1,607	5,343		

SYDNEY AND THE EAST COAST OF CAPE BRETON.

THE MERCHANTS' TRANSPORTATION COMPANY.

Contract No. 68.

T. & C. File No. 13930.

Vote 221--Steam service from Sydney, N.S., around the East Coast of Cape Breton to Hastings, and return to Sydney via the Bras d'Or Lakes.

1913-14.....	\$5,500
1914-15.....	\$5,500

Contractors.

The Merchants' Transportation Company, of Sydney, N.S.

Date of Contract.

April 14, 1913.

Duration of Contract.

From the opening to the close of navigation, 1913.

Service and Ports of Call.

Sailing every seven days from Sydney, N.S., to Hastings, N.S., calling at North Sydney, Port Morien, Mainadieu, Louisburg, Gabarus, L'Ardoise, Petit de Grat, Arichat, West Arichat, Mulgrave and Hawkesbury, and returning thence to Sydney, *via* the Bras d'Or Lakes, calling at Grandique, Poulamond, St. Peter's, Johnston's Harbour, Irish Cove, Big Pond, North Side East Bay, South Side East Bay, Castle Bay, Grand Narrows and North Sydney.

Government Wharfs.

Steamer must call whenever possible.

Subsidy.

\$5,500. of which \$2,750 is payable on August 1, and the balance on the close of navigation.

Mails.

To be carried free.

Distances.

	Miles.
Sydney to North Sydney.....	5
North Sydney to Port Morien.....	27
Port Morien to Mainadieu.....	14
Mainadieu to Louisburg.....	15
Louisburg to Gabarus.....	13
Gabarus to L'Ardoise.....	45
L'Ardoise to Petit de Grat.....	13
Petit de Grat to Arichat.....	7
Arichat to Mulgrave.....	20
Mulgrave to Hawkesbury.....	2
Hawkesbury to Hastings.....	3
Hastings to Grandique.....	20
Grandique to Poulamond.....	3
Poulamond to St. Peter's.....	10
St. Peter's to Johnston's Harbour.....	8
Johnston's Harbour to Irish Cove.....	10
Irish Cove to Big Pond.....	8
Big Pond to North Side E. Bay.....	7
North Side East Bay to South Side East Bay.....	7
S. Side East Bay to Castle Bay.....	25
Castle Bay to Sydney.....	66
	328

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			N.H. P.	Speed.	BUILD.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At.	In.	Of.
	Ft.	Ft.	Ft.								Knots.			
Weymouth..	102.7	19	7.0	100	154	100	100	Nil.	Nil.	20	9	Weymouth.	1890	Wood

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Goods and Freight CARRIED.		Mails Carried.	Mails		Paid.
			Weight.	Measurement.		Loose Bags.	Tied Bags.	
1911.....	22	118	100	Nil.	1	Nil.	Nil.	5,000
1912.....	32	157	100	Nil.	1	Nil.	Nil.	4,000
1913	35½	120 In Out	225 50					5,500
		Total	205	Nil.	Nil.	Nil.	Nil.	

SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES

Vote 222.—Expenses in connection with the supervision of subsidized steamship services.

1913-14.....	\$3,000
1914-15.....	\$3,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$1,800 per annum, and he is allowed the usual travelling and other contingent expenses.

The following is Mr. Tupper's report on the work done by him in 1912 and 1913.

DIGBY, N. S., January 1st, 1914.

F. C. T. O'HARA, Esq.,
Deputy Minister,
Trade and Commerce.

SIR,—As Supervisor of Subsidized Steamship Services I beg to submit my report on the services inspected in 1912 and 1913.

In 1912 I inspected 39 services, travelling 7,000 miles. In 1913 I inspected 41 services and travelled 7,500 miles.

In January, 1913, I proceeded to the British West Indies and British Guiana, inspecting the *S. S. Ocean* and *S. S. Orinoco*, the two passenger steamers performing the Canada, West Indies and South America service.

These inspections necessitated a trip on every subsidized steamer over her route and embraced the following duties:—Condition of, and accommodation on, steamer and adaptability for route; importance of route; character of freight; facilities for handling passengers and cargo; inspection of tariff rates; accommodation for mails and inspection of life saving apparatus.

Throughout my trips I found the services very well maintained, the close observance of contract calls at route ports being particularly gratifying. Considering the difficult and, in many cases, hazardous nature of several of the routes, the light tonnage of a number of the vessels employed, and the unfavorable weather conditions prevalent on many parts of the coasts of Nova Scotia, the Island of Cape Breton and the Bay of Fundy, especially during the autumn

4 GEORGE V., A. 1914

months, I am of the opinion that the faithful observance generally of the various contracts reflects credit not only on the contractors but also on the masters of the steamers, on whom the regularity and faithful performance of the services chiefly depend.

I have to report that on a few of the steamers the accommodations, sanitary arrangements, quality of food, etc., were not up to requirements. It is considered, however, that this may have been due to the fact that previous to the year 1912 no systematic inspection of subsidized steamers had been conducted and the contractors were ignorant of the requirements of the Department.

I consider it necessary, however, again to draw the attention of the Department to the unsatisfactory conditions existing in the steerage on a few of the steamers. These particulars, however, were drawn to the Department's attention from time to time, in detail, which led to a marked improvement in this respect. Attention is particularly drawn to the fact that the walls and floors of some steerage quarters are of wood, and while I am of the opinion that these accommodations receive reasonable supervision, they are, by reason of the nature of their construction, very unhygienic. With a view to materially improving the conditions it is recommended that the walls and ceilings of the steerage be metal cased and painted a light colour, and that the floors be covered with a waterproof composition.

I have the honor to be,
Sir,
Your obedient servant,

(Sgd.) W. E. TUPPER,
Supervising Officer.

AUTHORIZED BY STATUTE.

(1-2 George V., chapter 25).

CANADA, CHINA AND JAPAN.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 39.
T. & C. File No. 12449.

1913-14.....	\$121,666 66
1914-15.....	\$121,666 66

Contractors.

The Canadian Pacific Railway Company, of Montreal, Que.

Date of Contract.

November 11, 1911.

Duration of Contract.

April 7, 1911 to April 6, 1913.

By Order in Council dated December 20th, 1913, authority was granted to pay to the British Government the usual contribution of £25,000 for the year ending April 6, 1914.

SESSIONAL PAPER No. 10e

Service and Ports of Call.

Subsidy is paid for a mail service every three weeks in the summer season, and every four weeks in the winter season, between Liverpool, Eng., and Hong Kong, China.

The mails are carried from Liverpool to Quebec or Rimouski in summer, and to Halifax or St. John in winter; thence by train to Vancouver; thence by ship to Hong Kong; and *via* the same ports in the reverse direction. The train and steamship services are to be conducted throughout as one continuous and complete service.

The contractors are to accept and deliver mails at each of the ports of call of the steamships employed, and at each of the places at which the mail trains shall stop or start.

On voyages in both directions between Vancouver and Hong Kong the mail ships shall call at Yokohama and Shanghai, and may also, at the option of the company, call at Victoria, Nagasaki, and Hiogo (Kobe), and at Amoy or other China ports.

Contract Time.

All mails conveyed under this contract shall be carried between Liverpool and Hong Kong, in either direction, within a total period of:—

818 hours *via* Quebec or Rimouski, and 853 hours, *via* Halifax or St. John

Mails between United Kingdom and Canada.

In addition to the services above described, the company shall, without further payment than the subsidy herein mentioned, convey by any of their steamships between the United Kingdom and Canada, any mails which may be tendered to them by the Postmaster General for conveyance between places on the routes of such steamships.

Canadian Trade Commissioners.

To be carried free.

No preference to Foreign Firms.

The company shall not, in relation to the conveyance of persons or goods by mail ships, give any undue preference to traders or other persons outside the United Kingdom and the possessions and dependencies of the British Crown.

Subsidy.

£ 45,000 per annum, payable quarterly, at the end of March, June, September and December in each year.

Of this subsidy, Canada pays £25,000, and Great Britain £20,000.

Deductions.

If a mail ship fails to put to sea from Liverpool or Hong Kong at the appointed day and hour, a deduction of £500 is to be made from the subsidy, and also a further sum of £100 for every successive 24 hours delay.

If the mails are not conveyed between Liverpool and Hong Kong in either direction within the times of transit hereinbefore mentioned, £100 shall be deducted from the subsidy for every 12 hours by which the contract time has been exceeded.

4 GEORGE V., A. 1914

No deductions as in this clause mentioned shall be made if the company shall prove to the satisfaction of the Postmaster General that such default or failure arose from any cause or causes altogether beyond the control of the company.

Distances.

	Miles.
Vancouver to Yokohama.....	4,283
Yokohama to Kobe.....	346
Kobe to Nagasaki.....	384
Nagasaki to Woosung.....	448
Woosung to Hongkong.....	810
Total—Vancouver to Hong Kong.....	6,271

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu. ft.					
Empress of India.	455.6	51.2	33.1	3,032	5,934	3,000	200	40	1,000	Nil.	1,167	15	Barrow.	1891	Steel.
Empress of Japan.	455.6	51.2	33.1	3,039	5,940	3,000	200	40	1,000	Nil.	1,167	15	Barrow.	1891	Steel.
Monteagle....	445.0	52.2	27.7	3,953	6,163	5,500	Nil.	97	1,000	24,785	705		Barrow.	1899	Steel.
Empress of Asia.	570.1	68.2	42.0	8,883	16,909	3,500	296	84	800	Nil.		18	Glasg'w	1913	Steel.
Empress of Russia.	570.2	68.2	42.0	8,789	16,810	3,500	296	84	800	Nil.		18	Glasg'w	1913	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number Round Trips Run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
		1st Class.	3rd Class.	4th Class.	Weight	Measure-ment.			
1908		1,282	867	10,185	21,296	42,110	Nil.	25,733	108,770 00
1909		1,106	767	8,239	26,712	Nil.	Nil.	18,158	121,301 64
1910.	19½	1,578	942	9,975	10,952	*72,538	Nil.	28,133	120,855 55
1911.	12½	1,126	741	7,030	Nil.	40,332	Nil.	19,914	121,666 68
1912.....	16	649	1,330	9,669	47,233	Nil.	Nil.	27,426	120,855 55
1913	19	In.....970 Out....660	752 368	6,128 4,693	26,377 31,937			11,419 18,142	118,038 95
		Tot'11,630	1,120	10,821	58,314	Nil.	Nil.	29,561	

*And 2,828,034 ft. lumber.

SESSIONAL PAPER No. 10e

AUTHORIZED BY STATUTE.

(8-9 Edward VII, Chapter 36).

CANADA AND FRANCE.

H. & A. ALLAN.

Contract No. 32.

T. & C. File 14373.

1913-14....	\$200,000
1914-15.....	\$200,000

Contractors.

H. & A. Allan, of Montreal.

Date of Contract.

February 9, 1912.

Duration of Contract.

From the opening of navigation, 1912, to the opening of navigation 1917.

Service.

Not less than 15 round voyages, or more than 30 round voyages, yearly between Canada and France, with not less than three of the following steamships:—

Scotian, Ionian, Lake Erie, Corinthian, Sicilian, Pomcranian and Sardinian.

The *Pomcranian* and *Sardinian* shall only be employed in the service upon obtaining the approval of the Minister therefor, and then only during the season of closed navigation in the St. Lawrence River.

Not less than three of the above steamships are to be employed, each of which shall not be less than 3,000 tons gross, with a carrying capacity of 4,500 tons for freight, and with such cold storage accommodation as the Minister may require.

From May to November, inclusive, in each year, there shall be run not less than two full round voyages each month, and during the remaining months of December to April, inclusive, the remaining voyages shall be performed.

Ports of Call.

Terminal ports in Canada:—

During the season of St. Lawrence navigation, Montreal or Quebec.

During the season of closed navigation on the St. Lawrence, Halifax or St. John, at contractor's option, subject to the approval of the Minister.

Ports of call in France, upon each eastbound or westbound trip:—Cherbourg or Havre, or both, at the option of the contractors. Each eastbound trip may be extended, at the option of the contractors, to a port or ports in Great Britain; provided that the first port of call after leaving Canada shall be a port in France, and that the last port of departure for Canada shall also be a port in France.

Speed required.

A minimum of 10 knots. The average speed of all the steamships engaged in the service in any one year shall not be less than 12½ knots. And at the conclusion of each year's service, if the said average speed has not been attained there shall be a *pro-rata* deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than 12½ knots, such deduction to apply to each voyage of the steamships engaged in the service.

Subsidy.

\$5,555.55 for each round voyage completed at an average speed of 10 knots, and \$555.55 extra for each knot exceeding 10 knots; provided that the total amount of subsidy claimed or paid for each year's service shall not exceed \$200,000.

Subsidy is payable quarterly, in July, October, January and April.

The average speed of all the steamships engaged in the service in any one year shall not be less than 12½ knots; and at the conclusion of each year's service, if the said average speed has not been attained, there shall be a *pro rata* deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than said average speed of 12½ knots, such deduction to apply to each voyage of the steamships engaged in the service.

Freight Rates.

The rates charged for freights to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers of the same class to or from New York, Boston or Portland, and the Minister may at any time revise the rates if he deem it advisable.

No discrimination of any kind shall be made against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

Intercolonial Railway Clause.

Included.

Canadian Trade Commissioners.

To be carried free.

Mails.

To be carried free.

Distances.

	Miles.
Montreal to Quebec.....	139
Quebec to Havre.....	2,811
St. John to Halifax.....	292
Halifax to Havre.....	2,705
Havre to London.....	200
	<hr/>
	6,147

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N H P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At.	In.	Of.
	Ft.	Ft.	Ft.							Cu. ft.					
Corinthian..	430	54.2	28.2	4,046	6,270	5,146	32	170	800	12,722	447	12	Belfast....	1900	Steel.
Sardinian..	430	54.2	28.2	3,963	6,229	5,157	32	175	800	14,900	447	12	Belfast....	1899	Steel.
Sardinian...	400	42.3	34.6	2,788	4,349	4,324	Nil.	147	424	7,500	316	11	Greenock.	1875	Iron.
Pomeranian..	281	43.8	33.1	2,700	4,207	3,127	Nil.	120	548	16,211	316	11	Hull	1882	Iron.
Lake Erie..	445	52.0	35.5	4,846	7,535	4,541	Nil.	126	750	17,287	660	12	Glasgow..	1900	Steel.
Scythian..	515	55.9	33.8	6,442	10,322	4,856	Nil.	406	1,012	20,715	1,126	15	Belfast....	1898	Steel.
Lombard..	470	57	33.7	5,324	8,208	5,142	Nil.	326	1,000	12,610	604	14	Belfast....	1901	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers.		Tons of Freight.		Live Stock.	Mails.	Amount Paid.
1907.....	20	4,690		24,473		Not stated.	Not stated.	\$111,111 00
		1st Class.	2nd Class.	1st Class.	2nd Class.			
1908.....	24	1,056	1,813	19,231	5,534	Nil.	1 bag.	\$136,110 98
1909.....	24½	1,116	1,873	14,964	9,888	Nil.	16 bags.	\$136,110 98
1910.....	30½	1,595	2,781	19,565	21,061	Nil.	9 bags.	\$190,832 96
1911.....	28	1,116	1,873	14,964	9,888	Nil.	15 bags.	\$175,694 62
1912.....	30	1,791	4,227	18,426	13,153	Nil.	250 bags.	\$203,704 93
1913.....	30							
	East.	654	1,881	9,739	3,196		70 bags.	
	West.	1,496	3,840	6,237	7,671		176 bags.	\$202,831 16
Total.....		2,150	5,721	15,976	10,867	Nil.	246 bags.	

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

CALENDAR YEAR.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
1912.....	7,779	5,590½	1,144,655	1,863	213½	156,074	9,642	5,804	1,300,729
1913.....	9,241	2,536	1,170,884	498	660	42,155	9,739	3,196	1,213,039

PRINCIPAL ARTICLES EXPORTED.

- FROM HALIFAX:
All Canadian Origin—Canned lobsters and shoe shanks.
- FROM ST. JOHN:
Canadian Origin—Wheat, peas, rolled oats, oatmeal, nuts, flour, linseed cakes, clover seed, apples, apple chops, cheese, feed, meats, whiskey, wood spirits, tanning extracts, logs, deals, timber, birch squares, planks, skewers, paper, agricultural implements, windmills, typewriters, valves, ore and asbestos.
United States Origin—Meats, lard, poultry, canned crabs, hoghair and carpet sweepers.
- FROM MONTREAL:
Canadian Origin—Wheat, peas, linseed cake, chopped apples, poultry, bacon, canned lobsters, canned crabs, whiskey, tanning extract, timber, piano player actions, windmills, typewriters, agricultural machinery, pianos, asbestos fibre, crude asbestos, asbestos sand, cobalt ore and pig iron.
United States origin—Lard, frozen fish, canned crabs, corn flakes, corn cake, oil cake, oatmeal, oilcake meal, silk, rubber scrap, walnut logs and carpet sweepers.
- FROM QUEBEC:
All Canadian origin—Furs, furniture and lobsters.

SERVICES TAKEN OVER FROM THE DEPARTMENT OF TRADE AND COMMERCE BY THE POST OFFICE DEPARTMENT IN 1913.

Route.	Name of Contractors in 1913.
Caraquet, Shippigan and Miscou Islands.....	The Gloucester Navigation Co., of Lameque, N.B.
Gaspe Basin and North Shore of the River and Gulf of Robin, Jones and Whitman, Ltd., of Paspebiac, St. Lawrence.	Que.
Quebec and Isle of Orleans (winter service).....	The Quebec and Levis Ferry Co., Ltd., of Quebec, Que.

SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

Proof of Performance of Service to be Furnished.

‘The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the Minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of

SESSIONAL PAPER No. 10e

customs, and also such other documents, information and evidence as may be reasonably required by the Minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance of their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the Minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the Minister with regard to the said steamers in the performance of this contract.

Financial Statements.

'It is further understood and agreed that the contractors whenever so required shall furnish the Minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

British Subjects.

'It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

Equipment of Steamers.

'The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

Carriage of Mails.

'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or

railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

Accommodation for Mails.

'The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamers or while in the contractor's charge or custody, from loss, damage or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

Definition of term 'Mails.'

'The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

No Letters except H. M. Mails to be Carried.

'The contractors shall not, nor shall any of their agents or servants, or officers or crew of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

Government Officials to be Carried free of Charge.

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or of the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

Proper Accounts to be Kept.

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may

SESSIONAL PAPER No. 10e

render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitutes for Disabled Steamers.

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from Subsidy—Time-tables to be furnished—Declaring Disabled Steamers.

Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the Minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the Minister time-tables showing the proposed sailings, and upon the same being approved by the Minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the Minister, does not sail from a terminal port as herein specified within _____ of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the Minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being under-

stood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of the subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Freight and Passenger Rates to be Approved by the Minister.

'The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the Minister a schedule of the freight rates proposed which schedule shall be subject to the approval of the Minister, and after being approved by him shall not be changed except with his consent; and the Minister may at any time, if he deem it advisable, fix the maximum rates to be charged between the different ports, on both east and westbound trips, on any article or class of goods, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the Minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants, or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from or as hereinbefore provided, on through bills of lading to from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to via any United States route or port; and on west-bound trips the rates from to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of or and aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the Minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Calls at Foreign Ports.

'The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carriage of nitro-glycerine or dangerous articles.

'The contractor shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

SESSIONAL PAPER No. 10e

Subsidy subject to vote of Canadian Parliament.

'It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

Minister's right to terminate contract.

'It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

Assignment of contract.

'This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

Canadian members of parliament not admitted to share in contract.

'It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in contract.

'The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

Minister to be final judge as to full carrying out of contract.

'The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

Transportation of Trade Commissioners.

(Inserted in contracts for ocean services.)

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first class accommodation and free transportation for their household effects, upon any steamships employed by the Contractors in the perform-

4 GEORGE V., A. 1914

ance of this Contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

Intercolonial Railway Clause.

(Inserted in contracts for Atlantic ocean services.)

It is hereby agreed by the Contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purposes of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the Company accepts the aid on these conditions and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port, shall, when not otherwise expressly routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other Railway Company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the Maritime Provinces or the Province of Quebec, providing the route of such passengers is controlled by the Contractors and that they are not otherwise routed. It is further agreed that the Contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial Railway at Montreal.

Calls at Government Wharfs.

(Inserted in contracts for local services).

In consideration of the subsidy herein stipulated the Contractors agree to call at all Government wharfs when such is practicable and when such wharves are available.

INDEX TO SERVICES.

	PAGE.
Annapolis and London and Hull, Eng., or both.....	5
Baddeck, Grand Narrows and Iona.....	67
Canada and Australia or New Zealand (on the Pacific ocean).....	49
Canadian Atlantic ports and Australia and New Zealand.....	6
Canada and Cuba.....	15
Canada, China and Japan.....	156
Canada and France.....	159
Canada and Great Britain (mail service).....	9
Canada and Newfoundland.....	17
Canada and South Africa.....	25
Canada, The West Indies and South America.....	20
Charlottetown, Victoria and Holliday's Wharf.....	68
Froude's Point and Lockeport, N.S.....	70
Gaspe Basin and Dalhousie or Campbellton.....	72
Grand Manan and Mainland.....	74
Halifax and Canso.....	76
Halifax, Mahone Bay, Tancook Island and La Have River ports.....	81
Halifax and Newfoundland, <i>via</i> Cape Breton ports.....	78
Halifax, St. John's, Nfld., and Liverpool.....	29
Halifax and Sherbrooke.....	88
Halifax and Spry Bay.....	83
Halifax, South Cape Breton and Bras d'Or Lake ports.....	84
Halifax and West Coast Cape Breton.....	86
Kenora and Fort Frances.....	89
Mainland and Magdalen Islands.....	91
Montreal, Quebec and Manchester.....	32
Mulgrave and Canso.....	93
Mulgrave and Guysboro'.....	95
Newcastle, Neguac and Eseuminac; Miramichi River and Miramichi Bay.....	101
Pelee Island and Mainland.....	103
Petit de Grat and I.C.R. terminus at Mulgrave.....	106
Petiteodiac River, Moneton, and ports in the County of Cumberland, N.S.....	108
Pictou, Montague, Murray Harbour and Georgetown.....	109
Pictou, Mulgrave and Cheticamp.....	99
Pictou, New Gl̄asgow and Antigonish County ports.....	111
Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain.....	97
Prince Rupert and Queen Charlotte Islands.....	53
Prince Edward Island, Cape Breton and Newfoundland.....	113
Prince Edward Island and the Mainland.....	116
Quebec and Blanc Sablon (Holliday Bros.).....	118
“ “ (A. G. Mercier).....	120
Quebec and Gaspe Basin.....	122
Quebec and North shore of the Isle of Orleans.....	124
Rivière du Loup, Tadousac and other North Shore ports.....	126
Rivière du Loup, Tadousac and other St. Lawrence ports (winter service).....	128
St. Catherine's Bay and Tadousac.....	130
St. John and Bridgetown.....	135
St. John and Digby.....	131

	PAGE
St. John, Digby, Annapolis and Granville.....	133
St. John, Digby, Bear River and Clementsport.....	135
St. John, Dublin and Belfast.....	35
St. John and Glasgow.....	37
St. John, Halifax and London (winter service, Can. Pac. Ry. Co).....	40
St. John, Halifax and London (Furness, Withy Co.).....	43
St. John, Halifax and Manchester.....	32
St. John and Halifax, <i>via</i> Yarmouth.....	138
St. John and Bay of Fundy and Minas Basin ports.....	140
St. John and ports in Cumberland Basin.....	142
St. John and St. Andrews.....	137
St. John, Westport and Yarmouth and other way ports (Insular S.S. Co)	144
“ “ “ (H. Cann & Son, Ltd.)..	146
St. Stephen, N.B., St. Croix River points, Deer Island, Campobello, etc..	147
Sydney and Bay St. Lawrence.....	149
Sydney and the East Coast of Cape Breton.....	153
Sydney and Whycocomagh.....	151
Vancouver and Northern British Columbia ports.....	61
Victoria and San Francisco.....	55
Victoria, Vancouver and Skagway.....	57
Victoria and West Coast Vancouver Island.....	59
Supervision of subsidized steamship services.....	155

SESSIONAL PAPER No. 10e

INDEX TO PERSONS OR COMPANIES SUBSIDIZED.

	PAGE.
Allan, H. & A. (Great Britain service).....	9
" (French service).....	159
Bay of Fundy and Minas Basin SS. Co.....	140
Beattie, W. A.....	99
Black Diamond SS. Line.....	113
Bouchard Bros.....	122
Bras d'Or Steamboat Co.....	151
Bridgetown Steamship Co.....	135
Campbellton and Gaspé SS. Co., Ltd.....	72
Canadian Northern Steamships, Ltd.....	9
Canadian Pacific Railway (Canada, China and Japan).....	156
" (St. John and Digby).....	131
" (British Mail Service).....	9
" (St. John, Halifax and London).....	40
" (Victoria, Vancouver and Skagway).....	57
" (Victoria and West Coast Vancouver Island)...	59
Cann & Son, Hugh (Mulgrave and Canso).....	93
" (Mulgrave and Guysboro').....	95
" (St. John and Westport).....	146
Charlottetown Steam Navigation Co.....	116
Deer Island and Campbello SS. Co.....	147
Dominion Atlantic Railway Co.....	131
Dominion Coal Co., Ltd.....	113
Donaldson Line.....	37
Elder-Dempster & Co. (Cuban Service).....	15
" (South African Service).....	25
Ernst, Estate of the late A.....	81
Farquhar & Co., J. A.....	78
Furness, Withy Co. (Liverpool service).....	29
" (London service).....	43
" (Manchester service).....	32
Gaspé Steamship Co., Ltd.....	122
Gloucester Navigation Co.....	162
Grand Manan Steamboat Co.....	74
Grand Trunk Pacific Ry.....	53
Halifax and Canso SS. Co.....	76
Halifax and Glace Bay SS. Co.....	84
Halifax and Inverness SS. Co.....	86
Halifax and Sheet Harbour SS. Co.....	83
Harbinger SS. Co.....	142
Holliday Bros.....	118
Island Tug Co.....	68
Insular SS. Co.....	144
Leslie, William G.....	106
Lockeport, N. S., Town of.....	70
MacDonald, Alex.....	111
Magdalen Island SS. Co.....	138
Manchester Liners, Ltd.(Canada and Manchester).....	32

	PAGE.
Maritime SS. Co.....	137
McLure, Wm.....	91
Merchants' Transportation Co.....	153
Mercier, A. G.....	120
Miramichi Steam Navigation Co., Ltd.....	101
Murdock, W. J.....	88
New Zealand Shipping Co.....	6
North Shore SS. Co.....	149
Oceanic Steam Navigation Co., Ltd.....	9
Pacific Coast SS. Co.....	55
Pelee and Lake Erie Navigation Co., Ltd.....	103
Quebec and Levis Ferry Co.....	124, 162
Reid-Newfoundland Co., Ltd.....	17
Richmond Steamship Co.....	97
Robin, Jones and Whitman.....	162
Royal Mail Steam Packet Co.....	20
Shepody Navigation Co., Ltd.....	108
Three Rivers Steamship Co.....	109
Trans-St. Laurent Co., Ltd.....	126, 128, 130
Ulster Steamship Co., Ltd.....	35
Union S. S. Co. of British Columbia.....	61
Union SS. Co. of New Zealand.....	49
United Fruit Companies of Nova Scotia, Ltd.....	5
Valley SS. Co., Ltd.....	133
Victoria SS. Co.....	67

SESSIONAL PAPER No. 10e

INDEX TO NAMES OF VESSELS EMPLOYED.

	PAGE.
Agwinde.....	90
Alexandra.....	102
Alfred Clarke.....	104
Almeriana.....	30
Aslatian.....	12
Amelia.....	139
Amur.....	58
Aranmore.....	119
Ascot.....	8
Aspy.....	150
Athenia.....	39
Bendu.....	27
Bengore Head.....	36
Benguela.....	27
Benin.....	27
Black Head.....	36
Blue Hill.....	68
Bornu.....	16
Bray Head.....	36
Bruce.....	19
Brunswick.....	142
Calgarian.....	12
Camosun.....	63
Canada.....	12, 73
Canada Cape.....	27
Cape Corso.....	8
Capilano.....	63
Caraquet.....	23
Carrigan Head.....	36
Cassandra.....	39
Chaleur.....	23
Charmer.....	58
Chelohsin.....	63
Chignecto.....	23
Christine.....	125
City of Ghent.....	100
City of Puebla.....	56
City of Sydney.....	114
Coaling.....	27
Cobequid.....	23
Connors Bros.....	138
Coquitlam.....	63
Corinthian.....	161
Corsican.....	12
D. D. Mann.....	71
Digby.....	30
Dunmore Head.....	36
Durango.....	30, 44

	PAGE.
Dufferin.....	89
Empress.....	117
Empress of Asia.....	158
Empress of Britain.....	12
Empress of India.....	158
Empress of Ireland.....	12
Empress of Japan.....	158
Empress of Russia.....	158
Enterprise.....	111
Florence.....	30
Gaspesien.,.,.....	124
Glen Head.....	36
Glenarm Head.....	36
Glencoe.....	19
Grampian.....	12
Grand Manan.....	75
Granville.....	134
Gulf of Venice.....	30
Harbinger.....	143
Harland.....	69
Helen and Hilda.....	112
Hesperian.....	12
Hilda M. Backman.....	121
Howth Head.....	36
Inishowen Head.....	36
Invermore.....	19
Invertay.....	8
Ionian.....	161
John L. Cann.....	147
Kaduna.....	27
Kanawha.....	44
Karamea.....	8
Kastalia.....	39
Keenora.....	90
Kumara.....	8
Kinburn.....	82
Kwarra.....	27
Lady of Gaspe.....	124
Lady Sybil.....	92
Lake Erie.....	161
Lake Michigan.....	41
Lakonia.....	39
Laurentic.....	12
Lintrose.....	19
Magdalen.....	107
Mahone.....	127, 129, 131
Makura.....	51
Malcolm Cann.....	94, 96
Manchester Commerce.....	33
“ Corporation.....	33
Manchester Engineer.....	33
“ Exchange.....	33
“ Importer.....	33
“ Inventor.....	33

SESSIONAL PAPER No. 10e

	PAGE.
Manchester Mariner.....	33
“ Merchant.....	33
“ Port.....	33
“ Shipper.....	33
“ Spinner.....	33
“ Trader.....	33
Marama.....	51
Margaret.....	84
Margaretville.....	142
Marion.....	152
Megantic.....	12
Melville.....	17
Monarch.....	27
Monteagle.....	158
Montezuma.....	41
Montfort.....	41
Montreal.....	41
Morwenna.....	114
Mount Royal.....	41
Mount Temple.....	41
Niagara.....	51
Ninian.....	27
North.....	125
Northumberland.....	117
Otter.....	58
Parthenia.....	39
Pomeranian.....	161
President.....	56
Prince Albert.....	54, 132
Prince George.....	54
Prince John.....	54
Prince Rupert.....	54, 132
Princess Beatrice.....	58
Princess Charlotte.....	58
Princess Ena.....	58
Princess Maquinna.....	61
Princess May.....	58
Princess Royal.....	58
Princess Sophia.....	58
Princess Victoria.....	58
Pyhtia.....	39
Queen.....	56
Rakaia.....	8
Ramore Head.....	36
Rappahannock.....	44
Rathlin Head.....	36
Restigouche.....	124
Richmond.....	98
Robert G. Cann.....	94
Royal Edward.....	12
Royal George.....	12
Ruby L.....	142
Salacia.....	39
Sardinian.....	161

	PAGE.
Saturnia.....	39
Scandinavian.....	12
Scotia.....	77
Scotian.....	12, 161
Scotsburn.....	86
Seal.....	80
Shenandoah.....	44
Sicilian.....	161
Sokoto.....	16
South.....	125
State of California.....	56
St. George.....	132
Strathlorne.....	87
Tabasco.....	30
Teelin Head.....	36
Tees.....	58, 61
Teutonic.....	12
Torr Head.....	36
Tokomaru.....	8
Tunisian.....	12
Turkestan.....	8
Umatilla.....	56
Vadso.....	63
Valinda.....	136
Venture.....	63
Venango.....	30
Victorian.....	12
Viking.....	149
Virginian.....	12
Waimate.....	8
Wakanui.....	8
Westport III.....	145
Weymouth.....	154
Whakatane.....	8
Wilfrid C.....	109
Yarmouth.....	132
Yöla.....	27
Zealandia.....	51

Two maps in connection with this report will be issued later on.